

Government exists in order to ensure the greatest happiness to the greatest number.

In every rank, or great or small,

'Tis industry supports us all.

—Gay.

THE EVENING ADVOCATE

OFFICIAL ORGAN OF THE FISHERMEN'S PROTECTIVE UNION OF NEWFOUNDLAND

TORONTO — Moderate to fresh winds. Occasional rain today. Winds shifting to N.W. late to-night. Saturday: N.W., and W. winds; clearing and becoming colder.

Vol. IX., No. 64.

ST. JOHN'S, FRIDAY, MARCH 24, 1922.

PRICE: TWO CENTS.

Open Threat of Revolution Is Signified By Anti-Free Staters Action

Precarious Position Is Created

DUBLIN, March 24—"Open threat of revolution" signified by decision of anti-Free Staters to hold forbidden Irish Republican army convention Sunday has "created a precarious position," the London Times correspondent here declared in a despatch to paper. The statement by Commandant Roderick O'Connor that eighty per cent. of the army's members are against the treaty, however correspondent believes exaggerated. Remarks that call for army convention was signed by only seven of nineteen commanders and these represent mainly divisions in Cork, Kerry and South Tipperary where disaffection already is known to exist. He believes that the members of the army in Dublin, in the midlands and in a large part of the west are loyal to Dail Eireann and can be trusted in any emergency and further that the country is not likely to regard any vote taken at Sunday's meeting at criterion of general temper of the army. The Dail ministers believe the coming elections will result in a sweeping victory for the treaty and that hereafter they will be able to deal firmly with any anti-Free State.

Whole Family Shot

DELFAST, March 24—A band of men forced their way into the home of Owen MacMahon, saloon keeper, early this morning and shot seven members

of the family. The raid has profoundly stirred the entire city. MacMahon and three sons were killed outright, another son died of wounds and two others are near death. The crime was said to have been a reprisal for the shooting of a number of special constables yesterday. One son escaped by throwing himself under a lounge.

Firing Continues

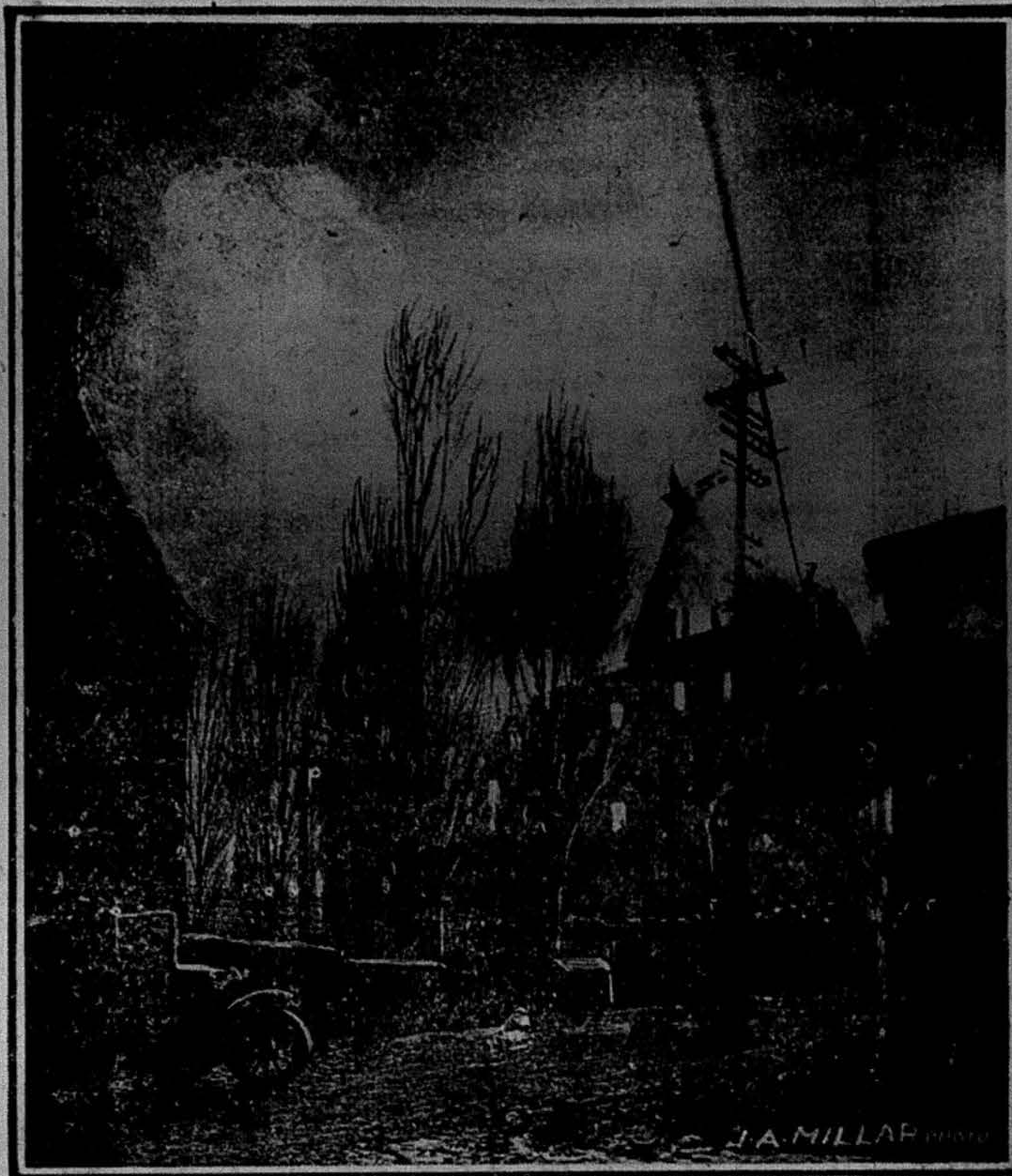
DELFAST, March 24—Spasmodic machine gun fire came from the south side of the Ulster border at intervals yesterday. A party of newspaper men seeking to interview liaison officers became the targets for snipers.

Convenes March 25th

LONDON, March 24—The Allied Council of Ambassadors convene in Paris on March 25. It was announced yesterday. It is expected they will consider the question of continuation of the allied military control in Germany.

LONDON, March 24—Details of the loss yesterday in the Mediterranean of the submarine H-42 state the craft came to the surface thirty or forty yards ahead of the destroyer Versatile which, steaming twenty knots, rammed the submarine. A court of inquiry will be held.

FLAMES DESTROY MUNICIPAL BUILDING



The southeast wing of the building is shown. To the left is the Chateau de Ramezay, storehouse of valuable historical momentoes, which escaped unscathed though in the very shadow of the destroyed building.

Warned Against Attendance At Convention

DUBLIN, March 23—Richard Mul-Dall Eireann to reimpose the boycott against Ulster.

Will Impose Death Penalty

DELFAST, March 23—The House of Commons of the Ulster Parliament to-day added a new clause to the restoration or order bill authorizing the imposition of the death penalty for bomb throwing.

Confederation of Doubtful Benefit

OTTAWA, March 23—The Address in Reply to the Speech from the Throne was adopted tonight without division. The Maritime members featured in the closing speeches demanding that the old Intercolonial railway, built under the provisions of the confederation agreement, be divorced from the Canadian National railway system and have its management installed at Moncton as under the old regime. While expressing loyalty to Canada the Prince Edward Island members claimed that confederation had been of doubtful benefit to them as they had been cut off from the natural market in New England.

Rejected Women's Bill

CAPETOWN, March 24—The South African Assembly has rejected a bill to extend the franchise to women.

Will Head Delegation

PARIS, March 24—Charles De Lasteyrie, Minister of Finance, will head the French delegation to the Genoa conference.

Letters for publication in THE WEEKLY ADVOCATE should be marked plainly "FOR THE WEEKLY ADVOCATE." Correspondents will please note this. Letters from readers are always welcomed.

HEALTH FROM SAND

One of the best ways of recuperating jaded nerves is to walk barefooted over a long stretch of sand. The nerves of the feet are slightly irritated by the sand grains, and the blood, being thus stimulated, circulates more freely.

Doctors say that, apart from the physical effects, the mental powers are greatly invigorated by the exercise. Their explanation is that the long stretches of sand, together with the absence of noise and other distractions, have a soothing effect on the mind, which quickly responds to the treatment.



Miniatures dating back to the latter part of the 18th century have been discovered in the home of A. A. d. Lery Macdonald at 34 St. Matthew street.

Soldier Bonus Bill Passed

WASHINGTON, March 23—The four billion dollar soldier bonus bill was passed to-night by the house by an overwhelming majority. It now goes to the Senate where its fate is regarded as uncertain.

3rd Reading Postponed

LONDON, March 23—The Irish Free State Bill reached the report stage to-day in the Lords, but the third and final reading was postponed until Monday in deference to Lord Carson's wish.

Towed To Port

CHERBOURG, Mar. 23—The United States freighter West Caruth was towed into port here to-day after being reported sinking.

The Lowest Mark

NEW YORK, March 23—All the previous low records of German exchange here were shattered to-day when the mark fell to 3 1/4 or less.

Turkey Repudiates

Bolshevism

CONSTANTINOPLE, March 23—Turkey's national government, by action of its assembly, has repudiated the principles of Bolshevism as contrary to Islamic doctrines and has also decided to place no restrictions upon foreign capital entering Anatolia.

Wage Reduction

Saves Million

LONDON, March 23—The Central Wages Board of the British railways have agreed upon a reduction of four shillings per week for adult workers, effective on April 1st. This represents an approximate saving of a million pounds in the total cost of working the railways.

CLEVELAND, Mar. 24—The general policy committee of the United Mine Workers of America met today to complete arrangements for putting into effect what International President Lewis declared, "would be the greatest strike in history."

Business men who want profitable results advertise in THE ADVOCATE.

Miners Are Threatened With A Lock-Out If Reduction Policy Is Adopted

American Coal Workers Will Be Backed By Labor Federation

SYDNEY, March 23—The coal miners' executive to-day voted 4 to 3 in favor of Secretary MacLachlan's policy to reduce the output until the profits of the British Empire Steel Corporation vanish. If the miners adopt this policy a lock-out is expected to follow.

Violence Not To

Be Tolerated

WASHINGTON, March 23—A warning that the Federal Government would tolerate no use of violence to

Strike Set For April 1st

NEW YORK, March 23—The general strike of anthracite and bituminous coalworkers set for April 1st will be prosecuted with the fullest and effective co-operation of the American Federation of Labor, it was announced here to-night after a visit of the miners' officials to President Gompers.

RAIDING THE ICEBERGS

The danger from icebergs in the North Atlantic is becoming so great that a destroyer has been sent out to see if it is possible to disperse some of these floating masses by means of torpedoes.

Although this is a new development, iceberg hunting is a regular part of the work of American Navy vessels. Each year vigorous raids on the ice-fields are carried out.

The International Ice Patrol, as the fleet is called, came into existence as the result of the sinking of the Titanic by striking an iceberg in April 1912.

Since then it has done much good work. On more than one occasion ships have been saved from danger by the patrol's wireless warnings.

The cost of the work is borne by all maritime nations using the Atlantic, in proportion to the number of ships sailing under their respective flags.

INDIAN ECONOMIES

(London Morning Post)

India is in a bad state; even if there was no organized agitation we should have the anxiety attending an economic crisis. The receipts from revenue fall short of the expenditure by about 40 crores of rupees, which is to say 35 millions sterling, and even by putting on the maximum taxation and cutting down every possible new expenditure, the Indian Budget falls to balance by about 10 crores of rupees. With such an economic situation to work upon, these organized, and, we suspect, subsidized agitators have an easy wicket, and we notice that they are concentrating upon military expenditure. Now the Army is all that stands between us and Gandhi's seven days' notice in India. Yet it is reported that the Indian Government are contemplating very dangerous economies on military expenditure. Let them economize upon anything but that.

Lecture!

On Abraham Lincoln,

By Rev. R. J. Power, M.A.

Also Musical Selections.

Lecture Room, Cochrane

Street Church.

Monday, March 27th

at 8 p.m.

Admission 25 cents.

Candy and Ice Cream for sale.

Bannerman Street entrance. mar24.21

Statue to a Cook

A monument is to be erected at Strasbourg to the man who invented pate de foie gras.

This delectable form of preserved goose liver is now a staple product of Strasbourg. It is sold potted, and a trade to the value of £800,000 was done in it annually up till 1914.

Its inventor was a cook named Clos, in the service of Marshal de Contades, a French officer who lived in the second half of the eighteenth century.

The method by which the diluted liver is induced in the unfortunate geese is by keeping them in cramped surroundings and high temperature and gorging them with food several times a day.

Advertise In The Advocate

BEARN'S

Branch

Grocery

Rawlin's Cross

25 CASES EXTRA FRESH

EGGS

900 PAIR

Fresh

Rabbits

20 Boxes NEW ZEALAND

Butter

Also

10 Boxes GENUINE

Irish

Butter

FROM THE WEST COAST

Fresh Herring

Fresh Codfish

Fresh Turbot

New Goods

Gent's Linen COLLARS

in quarter and

three-quarter sizes

VERY LATEST STYLES

ENGLISH FANCY DRESS SHIRTS

Quite a Variety of

PATTERNS

and

PRICES

Bowring Brothers

Limited.

CASCARETS 10¢

For Constipated Bowels—Bilious Liver

The nicest cathartic-laxative to physic your bowels when you have

Headache
Colds
Dizziness
Biliousness
Indigestion
Sour Stomach

is candy-like Cascarets. One or two

tonight will empty your bowels completely by morning and you will feel splendid. "They work while you sleep." Cascarets never stir you up or gripe like Salts, Pills, Calomel, or Oil and they cost only ten cents a box. Children love Cascarets too.

The Star a Pioneer

(Toronto Saturday Night)

The great journalistic pioneer in black and white illustration was The Montreal Star. It was the first newspaper in the world to illustrate the news with original drawings; and the first craftsman to be employed in this task was the celebrated French-Canadian artist, Henri Julien. Long after half-tone illustrations had been a feature of most newspapers, the splendid drawings of Julien continued to adorn The Star.

Business men who want profitable results advertise in THE ADVOCATE.

FOLDIT PUZZLE

BY WALTER WELLMAN

TEDDY WILLIAMS LOVES MARIE YOUNG. HE ALWAYS GETS MY GOAT. TOM FISH LOVES KATE BROWN. HE WAS CASTING EYES AT HER. ELSIE WITHERSPOON IS SWEET ON ME. DID YOU NOTICE IT?

Bobbie had a note to his little girl friend in school. It was a tumble of stuff, but her scholars, apparently, but to his little friend it carried a message. See what the message is. Answer to your school friends. Tell them the MAY cut a YAM if her mother will check it.

HAY and OATS

2,000 Bales
Choice Timothy Hay

2,500 Sacks
Extra Quality White
Feed Oats

500 Sacks
Corn Meal Feed
For Delivery Ex. Wharf

Thos. Smyth

'PHONE 523.

no. 18, eod. mon, wed, fri

The Lure of Gold Or The Heart Of A Woman

CHAPTER I.

The Young Riding Master.

The rider was a young man of about twenty years of age, singularly handsome, with light, golden-brown hair, which clustered on his sunburnt forehead in short, crisp curls. His figure was slight, but the broad chest and the sweep of well-molded limbs, betokened strength and patient endurance. The horse was young and scarcely broken, and its rider was managing it with a skill and grace remarkable in one so young. Father and daughter gazed in admiration after him.

"That's a valuable animal," said Sir Edwin. "I hardly fancy it belongs to the rider, though."

"He's turning again," said Olive. "I wonder what he's doing with the horse?"

"Breaking it in, evidently," replied her father. "By Jove, though, he rides well!"

The rider had turned, dashed off at a tangent, then wheeling around, had literally forced the horse over a high bush. He then galloped off. "Bravo!" said Sir Edwin, as they turned their own horses' heads in the homeward direction.

As they descended the slope, they came upon an elderly man, misshapen and almost deformed, who, when they reached the level, touched his hat to the riders. Sir Edwin who was courteous himself, returned the salutation and bade the man good morning. Olive, too, smiled and greeted him; then they all three turned to watch the maneuvers of the horseman, who was again returning.

"That young fellow rides well," said Sir Edwin admiringly.

"Yes, indeed," rejoined the man, his face lighting up with pride and affection. "There's no better rider in England to my belief."

"You know him, then? Who is he?" inquired Sir Edwin, with evident interest.

The man eyed his questioner keenly, before he answered: "My grandson."

"He does you credit," said Sir Edwin kindly. "I should like him to break a horse for me, if he were free to do so."

"Thank you, sir," replied the man. "There's no reason why he shouldn't if he likes. We're free men both, and pick up a living as best we may thru out the country."

"What is your name?" asked Sir Edwin.

"Wynter," was the laconic reply; "and my lad there is Reuben."

"Reuben Wynter," echoed Olive; then she turned to her father.

"Father," she said, in a low tone, "don't you think that young man could teach me to ride? You know I shall never be satisfied till I can do so properly."

Her father smiled. "No doubt he could," he said; but—"

"He hasn't a tall hat and a black coat like Mr. Smith, the riding master at school," put in Olive; "but, father, dear, I do want to learn how to ride well really well, so let him teach me. Perhaps he would teach you too," she added naively.

Her father laughed at the idea of being taught how to ride at his age; but he was too much accustomed to gratify Olive's every whim to hesitate for more than a moment. As the young horseman approached, he turned to Wynter.

"Your grandson certainly rides well," he said. "I should like him to give my daughter a few lessons."

"Do you think he would?" put in Olive eagerly.

"I can't say, miss," returned the man respectfully. "Reuben is a

strange lad. Anyway, we can ask him."

Sir Edwin looked, as he felt, surprised; he had expected instant acceptance of his proposal—but before another word could be said, Reuben had reached the little group, his face flushed with the exercise, his eyes sparkling, his attitude that of unstudied grace.

Sir Edwin was the first to speak. "You ride well, my man," he said. "Do you think you could give this lady some lessons?"

Reuben looked straight at Sir Edwin, then turned his eyes slowly to the beautiful face of Olive. As he did so, he started slightly; a puzzled look came over his face, and he glanced toward Wynter, as if imploring him to remember something which he had himself forgotten. The look was not lost upon Olive, who noted also that the elder man seemed to avoid the glance; and Reuben, after a moment's pause, replied:

"Yes, I think I can, sir."

His voice was clear and refined, and Sir Edwin was evidently surprised, as he said:

"Well, you can try. Come up to Bingleigh Hall—I am Sir Edwin Seymour—to-morrow morning, and then we can see about it."

The young man bowed. "At what time, sir?" he asked quietly.

Say, at eleven," replied Sir Edwin, as he gathered up the reins of his horse.

"Very well, sir, I will come then," said Reuben. "Good morning to you, sir."

"Good morning," said Sir Edwin, and, with a smile from Olive, father and daughter rode on their way.

The next morning at eleven o'clock Reuben, spruce and handsome, presented himself at Bingleigh Hall, where he found Olive, dressed in her well-fitting habit. Sir Edwin was with her, and, as Reuben raised his cap, he said kindly:

"No, sir," replied the young man, with a half smile.

Sir Edwin gave orders for one to be saddled for him, and was just about to see to his own mount, when a note was brought to him. He opened it, then turned to his daughter.

"Olive, I'm afraid our ride must be put off," he said. "A gentleman has come from Mr. Worsley on business."

Olive pouted and looked disappointed. Mr. Worsley was her father's lawyer.

"Can't he wait, father?" she asked. "No," said her father, glancing at the note. "I'm afraid he can't; still, there's no reason why you should miss your morning ride. I must come another time. Off with you, and get some roses into your cheeks."

He stood on the steps and watched them start, waving his hand to Olive as she rode down the drive.

The downs were reached before a word was spoken; then, as Olive pulled up on the open level, she turned to Reuben with a smile.

"Now tell me what I must do; I want to ride as well—or nearly as well—as you do."

"I've been at it all my life," Reuben said, smiling back at her; "but I'll do my best to teach you, Miss Seymour."

For over an hour they rode, side by side, while he gave her, from time to time, various hints as to the management of her horse; showing the skill and patience of the born teacher.

"Lift him now, Miss Seymour," he cried, as they approached the furze bush over which she had attempted to leap on the previous day. "There, that's better!" he cried, as she brought her horse up level with his again. Then he glanced up at the sky. "That is all for to-day, Miss Seymour. It's more than half past twelve."

"How do you know?" asked Olive in surprise.

Reuben nodded at the sun. "I promised my grandfather to be back for dinner," he said quietly.

Olive drew herself up proudly for a moment; she was accustomed to set her times for others, not to have to bend her will to their wishes; but as she glanced at his threadbare coat, her anger vanished.

"I hope I have not kept you too long," she said, as they turned their horses' heads homeward.

"No, Miss Seymour; I am very glad to teach you," was the quiet reply.

"Who taught you to ride?" asked Olive presently. "Your father?"

"No, not my father," returned the young man, while a shade seemed to cross his face. "Wynter—the old man you saw yesterday. I don't re-

member my father."

Olive looked at him in unspoken sympathy.

"Have you no brothers or sisters?" she asked, to change the subject.

"No," said Reuben, with a smile, half amused half mournful; "I don't think so." Then as he saw her look of puzzled interest, he continued: "You see, I have lost my memory—at least, part of it. As far as I know, my father gave me into the care of my grandfather Wynter. When I was about eight or nine years old, I had a fall; and after the illness it was found that I had lost my memory, and had to be taught everything over again. My grandfather hates me to speak about it, so I just let things be."

"How strange!" murmured Olive. "Don't you remember where you came from—or your father—or mother?"

"Nothing," said Reuben, with a sigh; "sometimes I seem to see a crowd of people, and then it is all gone. But I'm happy enough with my grandfather; he has done everything for me, taught me all I know—all I can do in fact." He stopped short. "I beg your pardon, Miss Seymour," he said respectfully, "I am boring you with my affairs."

"No, indeed," said Olive gently. "I am deeply interested—indeed, I wish my father could help you; perhaps you will let him do something for your grandfather."

"Thank you," was the proud reply. "It's good of you, but we are quite happy in our little caravan. We make a poor living, but an honest one, I assure you—and we are at least free."

(To be Continued)

LIFE'S LITTLE JARS



FURNESS LINE SAILINGS!

From	To	St. John's	Hallifax	Boston	Hallifax	St. John's
Liverpool	Hallifax	Boston	Hallifax	St. John's	Liverpool	
"SACHEN"	Feb. 24th	Feb. 2nd	Feb. 7th	Feb. 10th		
"DIGBY"	Feb. 11th	Feb. 14th	Feb. 18th	Feb. 23rd	Feb. 27th	

This steamer is excellently fitted for cabin passengers. Passengers for Liverpool must be in possession of passports. For rates of freight, passage, and other particulars apply to—
Furness, Withy & Co., Ltd.
Water Street East.

Can You Tell How Ocean Cables Are Made?

On the bottom of the ocean the cable rests quietly and is not moved by storms which generate waves on the surface of the water. As the cable approaches shore the movement of the water goes deeper, the waves reach more nearly to the bottom and the cable is made thicker to prevent it from becoming worn. When the cable passes over a rock bottom it is made still larger and is heavily armored. Anything which causes the cable to move will cause it to wear and the cable lying on the rocky bottom is, therefore, thickest.

A cable laid across the ocean will have four or five thicknesses. At the shore end it has next to the greatest thickness and is called "heavy shore end," because it must lie for a distance in shallow water. As the water becomes deeper the cable can be made thinner. The second section from the shore would be called "heavy intermediate." In deep sea, the thinnest cable is used and this is called "deep-sea cable."

A submarine telegraph cable usually consists of a core, in the center of which are strands of copper wire which vary in weight from seventy to four hundred pounds to the mile. Strands of copper wire instead of one thick wire are used, because the former is more flexible. This is covered with several coatings of rubber, of a weight equal to the wires. Over this is a coating of jute, a layer of galvanized iron wires and finally a layer of yarn and compound to form the outer covering. Where the cable is to lie among rocks, it is armored by wrapping it with chains.

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FARMERS

By using SULPHATE OF AMMONIA you can largely increase your Hay Crop. Sulphate is the best manure extant, and gives fine results on all crops. We have a limited quantity for sale for which orders should be booked immediately. It may be obtained at the GAS WORKS in large or small quantities, and printed instructions, for its use to the best advantage will be furnished with each purchase.

The St. John's Gas Light Co.

S'MATTER POP

POP'S TEAM GOES IN FOR SPRING TRAINING.

—By C. M. PAYNE



Railway Expenditures Made Necessary By Deferred Maintenance Failure To Increase Rates During War Was Bad Management

St. John's, Nfld.,
January 20th, 1922.
H. D. Reid, Esq.,
Pres. Reid Nfld. Co., Ltd.,
City.

Dear Sir—I am attaching hereto a report on certain railway questions. The statistics on which conclusions are based are those available from your records; and while they have not been certified, and accounts have not been kept in quite the same form as those of Canadian and American railways, the figures are sufficiently complete to justify deductions therefrom, even if there may be certain erroneous charges to railway operating accounts; the inferences are so obvious that minor discrepancies do not affect the ultimate results. I feel safe in assuming, therefore that, the railway has been a losing venture from its inception; because.

Traffic was too light.
Train load was too low account heavy grades, light engines, light rail and bridges.

Rates are too low.
Branch lines were built without any hope of remunerative traffic.
Agencies were maintained when not warranted by business conditions.
Labor and material costs increased tremendously whereas freight rates have remained nearly stationary.

It, therefore seems apparent that the existing contract for railway operations must be modified, and in the accompanying report I have included recommendations to try and meet a very difficult problem.

Yours very truly,
(Sgd.) R. C. MORGAN.

The original contract for the operation of the Reid Newfoundland Railway was undertaken at rates then existing on Canadian railways—the fact that it was impossible to expect that operating costs could be kept as low as those of Canadian roads seems not to have been understood or appreciated at the time the contract was entered into. Owing to the light construction of the line; the light rail, bridges, and the heavy grades obtaining over the entire line, it has never been possible to get an average train load much over one tenth of that obtaining on Canadian lines, and as the cost of running a train per mile does not greatly vary on different railways, the result is that the cost of moving a ton of freight one mile is several times higher per ton on the Reid Newfoundland Railway than that in effect on Canadian lines. The earnings per train mile depend on the number of tons handled per train mile, multiplied by the rate per ton; hence a combination of small train tonnage and low ton miles rate inevitably spell increasing deficits.

There were other considerations involved when the contract was made, but apparently the concessions given by the Newfoundland Government have not met the expectations of the parties to the original contract.

While the Reid Newfoundland Railway are still operating under a freight

tariff, which was fixed 23 years ago, all Canadian and American roads have secured advances in rates from time to time, and now collect freight rates much in excess of those charged by the Reid Newfoundland Railway. Those advances have been made necessary by advancing prices of material and rates of labor; a condition which has equally affected the Reid Newfoundland Railway, and which has directly resulted in increasing deficits, particularly during past years. The trend of prices now being downward some relief may be expected, but there is no hope that earnings will be sufficient to meet operating expenses; but freight rates should certainly be increased, so that the traffic will carry a fair share of the expense of the service.

A serious mistake was made in failing to fully realize the railway situation in the early years of the war; this would have been the proper the Colony was prosperous and when competition from vessels was at a minimum. The effect of this mistake can not now be changed, but freight rates must be advanced, if the users of the railway are to bear their proper share towards maintaining railway facilities.

The basis of payment by the Postal Department, for carrying mail, was also fixed about 23 years ago, and remains at original level, while the Canadian Railways secured an increase in their rates in 1919 of 116%. A very substantial increase in mail subsidy should be granted; this is not only necessary to reduce the annual loss, but is demanded by the cost of the service rendered.

The expectation of the parties to the original contract, as to amount of traffic, has not been realized; and the Reid Newfoundland Railway has always been, and for a long time will be, line of extremely light traffic, requiring the maintaining of large mileage of track for the handling of small tonnage of freight and a limited number of passengers. These conditions are the result of small population; but still more to the character of the country and the nature of the Colony's chief industry, viz., fishing. A very great proportion of the traffic of the small population can be better handled by water than by rail, and at much less expense. These conditions are not likely to change in the near future.

The earnings of the railway have never been sufficient to pay cost of operation and provide sufficient money for maintenance of track, buildings and equipment and continued operation has only been possible by paying for wages and material used in the operation of trains, maintenance of station service and management costs, using balance, if any for maintaining the property. Costs kept mounting up, particularly after the outbreak of the war; freight rates and mail earnings failed to advance correspondingly; deficits increased, the physical condition of the property and equipment deteriorated, until a point was reached, where large expenditures were compulsory, if the railway was to continue in operation: to meet the situation increased expenditures were incurred in the years 1919-1920, and 1921; these coupled with increased living costs, tremendously increased the yearly deficits. These increased expenditures were unavoidable and merely represented, in large measure deferred maintenance properly belonging to a prior period.

A marked improvement in the physical condition of the roadway and equipment has resulted from such expenditures; but continued appropriations are necessary to maintain the present condition of the property and equipment, which is not yet up to a reasonable standard.

It will soon be necessary to face the question of rail renewal; much of the original light rail has been worn out in the service; stock of rail for renewal is nearly exhausted and when purchase of new rail becomes imperative, the question of the substitution of a heavier section must be considered; this also, necessarily, involves the question of heavier bridges, better ballast and heavier power. The main object of heavier rail is to permit heavier trains to run, thereby increasing train load, for purpose of decreasing train mileage and reducing operating costs; this is only possible by increasing

CLEANLINESS IS HEALTH

GILLET'S EYE
G is one of the
most useful and
economical articles
on the market.

"Let Gillett's Eye
do it" is a common
expression among
those that are
familiar with its
many uses.

Read the directions
under the wrapper

GILLET'S
EYE
EATS
DIRT

MADE IN CANADA

weight of engines and heavier bridges are necessary to safely carry the increased engine and train load.

A great burden has been thrown on the Company through the construction of branch lines; none of which have justified their construction. Their operation has greatly added to cost of maintenance and operation; they have not added greatly to earning capacity of the line; are still in direct competition for traffic which can be handled by water and at most points complete with subsidized steamers.

SUMMARY OF MAIN REASONS FOR LOSSES IN OPERATION REID NEWFOUNDLAND CO.

Insufficient Traffic.
Nearly 1000 miles railway to serve a population of 205,000, a large proportion of whom live beyond its reach—the balance living at points directly accessible to water transportation.

Too Low Freight Rates.
Inadequate Subsidy For Handling Mail.

Excessive Grades.
Resulting in low train tonnage; low train earnings; high cost per ton.

Unproductive Branch Lines.
Agencies Maintained Where Traffic Does Not Justify.
Increased Cost Operation Due Advances In Labor And Material.
(To be continued.)

ADVERTISE IN "EVENING ADVOCATE"

The Maxim Which Has
Helped Me Most

(By Lieut.-General Sir Robert Baden-Powell)

(The Chief Scout).
My maxim is: "A smile will carry you through most difficulties."

A man who can face troubles, pain, or danger with a smile not only gains confidence in himself, but gives it to those associated with him.

The Boy Scout is taught that duty done cheerfully is duty half done; but done cheerily its value is doubled.

Another maxim that is impressed upon him is this: "When faced with a difficult job, grin and tackle it, and the difficult will disappear."—Robert Baden-Powell.



ROBERT O. SWEZEY.
Robert O. Sweezy, well-known as a consulting engineer on forestry, hydro-electric and pulp and paper problems is a member of the recently organized investment banking firm of Newman, Sweezy & Company, Montreal. Mr. Sweezy, though giving considerable time to the new financial concerns, will continue the practice of his engineering profession.

The Billiard Tournament

Interest in the Memorial Tournament is increasing, and at last night's games there was a very large attendance, and the games were well worth seeing, being brimful of interest, exciting and in the last game at least most spectacular. Particularly good shots by the players brought forth applause from the spectators, and an exceptionally fine effort by Ryan who "jumped" his ball over the white and pocketed the red brought down the house. Good games are scheduled for to-night, and another large attendance is confidently looked for.

The players in the first game last night were J. Strang (St. Andrew's) and P. Myler (T.A.), throughout they kept closely together. At the beginning and up to the first 100 Strang led by a few points. At 57 he was 12 ahead, at 98 he had 15 to the good, he was 107 when Myler was 100. They then ran neck and neck and at 145 Myler led by 12, at 200 Myler still led by 9, but then left his opponent well behind, finishing 31 ahead. Myler 250, Strang 219. The breaks were:

Myler—17, 12, 11, 20, 12, 15, 11.
Strang—10, 15, 11, 10, 14, 11, 13.

The second game was between D. J. French (B.I.S.) and W. Newbury (Guards), and provided the surprise of the evening. At the beginning French simply ran away from his opponent. He was 50 when Newbury was 19, and at the 100 mark had left the latter 53 behind. It looked an easy win for him, but Newbury, playing steadily and consistently, and apparently not flurried in the least, slowly closed the gap and when French was 149 he was 125, at 169 he had reduced his opponent's lead to 10 and at 175 was 1 ahead. From now on the game was intensely exciting, the players continually passing and repassing each other. At 203 French was again leading by 5, but at 214 Newbury took the lead by 2. At 229 the latter was still 1 ahead, but at 237 French again led by 5. Then Newbury overtook him and led by 6. French scored 3 and the game stood Newbury 243, French 240. Newbury then finished the game which ended Newbury 250, French 240. The breaks were:

Newbury—12, 14, 16, 10, 10, 14, 16.
French—22, 10, 10, 10, 12, 13, 11, 13.

The final game for the night was the most spectacular of the series to date. The players were J. Edwards (C.E.I.) and T. Ryan (Star). Both are excellent players and their exhibition last night was of the best. Ryan won the string and broke the balls, leaving the red outside the balk line. Edwards tried a hazard to the side pocket and missed, and Ryan made his first score of 10. Edwards followed this with another 10 and the game got into swing. At 44 Edwards was leading by 4. With a pretty 26 he increased his lead to 30, but Ryan immediately overcame this with a well placed 33. At 97 Ryan was 10 ahead, out another nice break of 30 by Edwards put him 20 ahead. Ryan succeeded in cutting this down to 5 at 127, but a couple of small breaks gave Edwards a lead of 29 at 141. Ryan then made a break of 26 and the game stood Edwards 141, Ryan 128. Excitement among the spectators ran high and every break and pretty shot drew forth the heartiest applause. For the next few moments the players held their positions, when breaks of 24 and 11 put Ryan 5 ahead at 185. To this he added a 21 and at 206 he was 26 ahead, with his chances of



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you. Get a bottle from
your druggist today.

AT THE COUNCIL

The weekly meeting of the Municipal Council was held yesterday afternoon. Mayor Cook presided, and Councillors Martin, Outerbridge, Collier and Ryan were present.

After the minutes of the last meeting were read and confirmed, the following business was given consideration:

A communication was received from Messrs. Bishop, Sons & Co. in reference to cars parking in front of their premises, much to the inconvenience of customers. The Council is taking up this matter with the Inspector General, with a view to rearrangement of cabstands.

Communications were read from J. Crane, South Side, and H. A. Blundon, Beaumont Street, in reference to collection of garbage etc. in these localities, stating they considered they should be given some privileges for taxes paid the Council. The City Engineer and Sanitary Supervisor

were growing brighter. Edwards, however, made 11 and 8 while Ryan added only 2 and the score stood Ryan 203, Edwards 199, when the latter made a pretty break of 30 which changed the outlook. Some small scoring, then brought Edwards to 238 and Ryan to 230, when the former made 12 and won out. It was an exceptionally interesting game, with victory for either player hanging in the balance till the last moment. The breaks were:

Edwards—10, 15, 26, 10, 30, 10, 12.
(1, 11, 30, 12.)

Ryan—10, 10, 38, 11, 14, 26, 24, 11, 21, 10.

To-night's games will begin at 8.30 and the players will be Angel (Guards) vs. Merner (B.I.S.); Carey (Star) vs. Pierce (C.E.I.); McLoughlin (City Club) vs. Power (K. of C.).

To date 32 games have been played and the standing of the Clubs is as follows:

Club	Pld.	Wn	Lost	Pts
C.E.I.	5	3	2	3
Star	5	3	2	3
Guards	3	2	1	2
Masonic	2	2	0	2
T. A.	2	2	0	2
B.I.S.	3	2	1	1
K. of C.	4	1	3	1
Saints	4	1	3	1
City	2	0	2	0

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Goodridge Premises

will visit both places, and report their views.

Application of L. W. Bonnell, for share of work in electrical, or other repairing in this line, was ordered filed.

The following plans were submitted:—
Messrs. Harvey & Company, for alterations to Butterline Factory.

J. Hillier, to alter and repair shop and dwelling, Duckworth Street, recently damaged by fire.

Both plans were passed, subject to the approval of the City Engineer.

A communication was read from P. Bailey, Franklin Avenue with regard to B.P., sent him for City Taxes. The City Clerk will forward Mr. Bailey the information asked for.

Tenders are to be called for cast iron pipe, branches, etc., also for the supply of quarry spalls for coming season.

A number of applications were received for the position in connection with the Accounting Department. It is not the intention of the Council to make any new appointments, as they consider the office staff quite sufficient to handle this work without further assistance.

Reports of the City Engineer, Sanitary Supervisor, etc., for the week, were read; requisitions for various departments acceded to, and accounts presented ordered paid.

Before the meeting closed, Councillor Martin referred to the death of the Mother of Councillor Dowden, which occurred during the past few days, and moved the following Resolution of sympathy:—

WHEREAS sorrow has come to our colleague, Councillor Dowden, in the recent death of his Mother;

BE IT RESOLVED: That we hereby tender our sympathy in the loss which he has sustained, and our hope that Divine Providence may strengthen him in his bereavement;

BE IT ALSO RESOLVED: That this Resolution be inscribed in the Minutes of this meeting, and a copy thereof forwarded to the Councillor.

The Mayor and other Councillors,

Letters for publication in this paper should be marked plainly "FOR THE EVENING ADVOCATE." Correspondents will please note this. Letters from readers are always welcome.

present also referred in sympathetic terms to the passing of the deceased. The meeting then adjourned.

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Mrs. H. A. Goodman, 14 Rockvale Ave., Toronto, Ontario.

Lydia E. Pinkham's Private Text-Book upon "Ailments Peculiar to Women" will be sent to you free upon request. Write to The Lydia E. Pinkham Medicine Co., Lynn, Mass. This book contains valuable information.

The Evening Advocate

The Evening Advocate.

The Weekly Advocate.

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W. F. COAKER, General Manager
ALEX. W. MEWS - - - Editor
R. HIBBS - - - Business Manager

Our Motto: "SUUM CUIQUE"



"To Every Man His Own"

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ST. JOHN'S, NEWFOUNDLAND, FRIDAY, MARCH 24th., 1922.

MARKETING PROBLEMS

We publish to-day in another column an article dealing with resolutions unanimously adopted at the annual meeting of the Canadian Council of Agriculture held at Regina on Feb. 28, asking the Government to reinstate the Canadian Wheat Board for the handling of the 1922 crop and to take charge of the marketing of the country's output of wheat until such time as world conditions get back to normal.

This plea for the Government to again step in and control the marketing of Canada's principal product comes from practically every farmers' and growers' organization in the Dominion, including the United Farmers of Alberta, the Saskatchewan Grain Growers' Association, the United Farmers of Manitoba, the United Farmers of Ontario and all the farmers' provincial associations of the Middle West.

In presenting their case to the Government the delegation made it plain that they did not expect the return of the Wheat Board would be accompanied by a return of the high prices realized in 1919 and 1920, because they realized that the high prices for wheat as well as of other commodities must come down. They did believe, however, that with the marketing of their product under the control of a wheat board, it would be possible to assure a much better average price than was received last year.

In Canada's wheat marketing problem we find a parallel of our own chief difficulty, namely that of disposing of our fish in the way that will be most advantageous to the producer, who is the fisherman, and, thru him to the whole country.

Like Canada, we are forced to the realization of the fact that we cannot afford to go on in the haphazard, cut-throat way of last year.

A paragraph in the article referred to describes a case so nearly like our own that it is worth repetition here. It says: "The present system leans altogether too much to the side of the foreign buyer of our wheat. Our farmers, on the one hand, are pressed from all sides to liquidate their crops in the first three months of the season. They become, by force of circumstances, an unorganized crowd of competitive sellers. On the other hand the principal buying from abroad is concentrated in the offices of a few powerful firms."

The men responsible for the marketing of our fish during the past season were in very truth "an unorganized crowd of competitive sellers" and to their action or that of their agents in underselling each other may be directly traced the slump in prices last year.

It is admitted by many of the merchants themselves that this is so and until a change is brought about in some form or other the fishermen cannot hope to obtain the returns that are due them from their labors.

NOTICE!

The Adjourned Annual Meeting of the Newfoundland Bible Society will be held in the Methodist College Hall on Sunday evening, 26th inst., at 8.15 p.m.

His Excellency the Governor will preside and Revs. E. C. Earp and C. H. Johnson will be the speakers. Special music will be in charge of F. J. King, Esq.

The Auxiliary is assessed \$1500.00 and the collections are short \$300.00 of the required sum. The Committee earnestly appeal for a liberal contribution at Sunday's meeting.

W. R. STIRLING,
Recording Secretary.

mar24,21

Presents Case For Reestablishment Of Canad. Wheat Board

Arguments Favouring Wheat Control Nearly All Applicable To Fish Control

OTTAWA, March.—The case for the re-instatement of the Canadian Wheat Board was presented to the government to-day by a special delegation from the Canadian Council of Agriculture, the personnel of which was as follows: H. W. Wood, Calgary; James Robinson, and J. A. Mahars, Regina; C. H. Burnell and C. R. Jones, Winnipeg; R. W. E. Barnaby, Toronto; and N. P. Lamber, secretary of the Council.

The grounds for the application were contained in the following statement:

"RESOLVED: That this Council favours the re-instatement of The Canadian Wheat Board for the handling of the 1922 wheat crop, and until such time as world conditions again become normal."

The foregoing resolution was unanimously adopted at the annual meeting of The Canadian Council of Agriculture, which was held in Regina, on February 28, and was attended by the executive heads of The United Farmers of Alberta, The Saskatchewan Grain Growers' Association, The United Farmers of Manitoba, The United Farmers of Ontario, the Saskatchewan Co-operative Elevator Company, Limited, and The United Grain Growers, Limited. Similar resolutions were also unanimously adopted at the large annual conventions of the farmers' provincial associations in Middle Western Canada, and this delegation from The Canadian Council of Agriculture has come before the Government to convey the representative demand from the farmers of the Prairie Provinces for the re-establishment of The Canadian Wheat Board, and, if possible, to strengthen that demand by a detailed statement of their case.

NOT NECESSARILY PERMANENT. In the first place, we ask for the re-instatement of The Canadian Wheat Board, not necessarily as a permanent institution, but as a temporary measure of relief. We also ask for it on the belief that, under present abnormal marketing conditions, the Government can approach this matter in the light of national necessity, and not as a mere favour to the farming class. The Wheat Board was so appointed in 1919. Despite the expectations of a rapid return to normal conditions, which were held out at the time of the Wheat Board's discontinuance in the summer of 1920, our markets have been subject to very abnormal conditions almost constantly since that time.

Wheat is possibly the largest single item in the trade and commerce of this country. Because of the large and important place it holds in the list of exports from the Dominion, wheat is a vital factor in our present problems of exchange and national finance. Anything that can be done to improve marketing conditions at the present time, and insure a higher average return for his crop to the producer of wheat, therefore, is worthy of the serious consideration of the government and Parliament of Canada.

WOULD MEAN BETTER PRICES. We do not believe that the return of the Wheat Board would be accompanied by a return of the high prices for wheat, which were realized in the season of 1919-20. It is generally recognized that war prices of grain and other commodities had to come down. But there is no reason to believe that a Wheat Board, under able management, would have been the means this season and last season of yielding to the producer of wheat, and through him to the entire country, the benefits of a much higher average price for his crop than has been received. And now, on the threshold of the spring season of 1922, when the land is about to be prepared for the new crop, the assurance that the federal government intended to appoint a wheat board to commence operations next autumn, would do more to hearten the entire western community than anything else that the government could do at the present time. Present indications are that such a national marketing agency as the wheat board will be as urgently required this year as it has been since the discontinuance of the first Board, two years ago. The burden of our argument for the re-instatement of The Canadian Wheat Board is, that prevailing financial conditions in Western Canada make it very necessary. Never has the morale of our Western people been as low as it has been during the past nine months. This fact is reflected to-day in many ways. It is shown in the stagnated condition of business in the smaller towns and villages as well as in such urban cen-

tres as Winnipeg. An increasing number of municipalities are in difficulty over non-payment of taxes, and in many rural districts, schools have been closed down because the farmers cannot afford to keep them open. When a large proportion of the population of the country, engaged in the work of producing one of our most important basic commodities, has fallen into this unfortunate state, it is only good business to afford it every possible opportunity of securing a greater return for its labour than it now receives.

Our people on this side of the line feel exactly the same way about the discontinuance of the Wheat Board in the summer of 1920. They knew that the price of wheat could not remain on the high plane of 1919-20, but they were not prepared for the entire lack of buying support which the market experienced in the autumn months of 1920, and again during the corresponding period in 1921.

WHEAT BOARD NECESSARY. The Wheat Board is necessary because it would mean the more orderly marketing of the wheat crop, thus enabling Canada to meet the changed conditions of the consuming foreign markets and of the domestic markets as well. We need the machinery that will make possible a twelve-month's system of marketing our wheat product, instead of a three or four months system as it now is, under existing conditions. Immediately after the Canadian harvest almost every financially interested co-operating agency is employed to force the farmer to market his wheat. Accordingly, under pressing financial conditions such as the country is feeling at the present time, the bulk of the farmer's wheat is thrown on the market between September 1 and the close of navigation on the great Lakes, early in December. With the uncertainty of the export demand from abroad, and the well-directed operations of the representatives of foreign buyers on our exchange, the period of heavy receipts of farmers' wheat in the autumn months is bound to be characterized by needless declines in prices, and consequent losses to the farmer and the numerous interests dependent on him. Under the present uncontrolled marketing system, the bulk of western wheat leaves the farmers' hands during the first three or four months of the crop year. Mr. James Stewart and Mr. F. W. Riddell in a special report to the Saskatchewan government on this subject last year, said:

"Statistics show that under the present system seventy to seventy-five per cent of the crop is thrown on the market during a period of three months. With proper financial and other support, the movement of the crop would be more evenly spread over the whole crop year, thereby undoubtedly avoiding glut of grain, and consequent depression of prices, which usually occur during the first three months of the crop movement."

The present system leans altogether too much to the side of the foreign buyer of our wheat. Our farmers, on the one hand, are pressed from all sides to liquidate their crops in the first three months of the season. They become, by force of circumstances, an unorganized crowd of competitive sellers. On the other hand, the principal buying from abroad is concentrated in the offices of a few powerful firms. While actual government control in Europe is confined to the central and eastern countries, grain supplies for the entire continent during the past two years have been handled largely through four or five big commercial agencies. On our Winnipeg market those agencies are represented, and as was the case last fall, they can use all their influence to depress prices by selling the October and December options short, before our crop begins to flow on the market. In other words they help us to sell our own wheat at as low prices as possible. Then they make their large purchases and wait for the market to advance later in the season in order to realize their profits. The odds are very much against the original seller, or producer, of wheat at the present time, and a continuation of this condition in the face of the unsettled and erratic demand overseas, will seriously impair the financial and commercial strength of the whole Dominion.

Regarded entirely from the point of view of the consumer of wheat or flour at home, the Wheat Board would be a benefit at this time. Here again, the report of Messrs. Stewart and Riddell may be quoted. They are recorded as follows:

"The more evenly regulated movement would stabilize prices to the consumer, as well as in favour of the producer, inasmuch as whilst, when the big movement of the crop is in progress, prices to consumers are usually low, this relatively low price continues only for three or four months. The price of flour to consumers learns a direct relationship to the prevailing price of wheat, but flour prices invariably do not follow day to day fluctuations in the wheat market. Three-quarters of the farmers' wheat is marketed during a period of three months, at the beginning of the season, when the price of wheat usually is depressed. During the remaining nine months the tendency has always been for the price of wheat to ascend to higher levels, with the result that the producer only gets the benefit of the prevailing higher prices for the remaining quarter of his season's crop. The consumer, on the other hand, pays for his flour on the basis of current prices for wheat. Therefore, it is a rule the wheat market inclines to low levels during three months of the year, because the bulk of the producers' wheat comes on the market in the shorter period, it would be to the advantage of the consumer as well as the producer, if the delivery of that wheat crop could be more evenly spread over the entire twelve months. If this could be done, fluctuations in prices would be lessened, and it is a well recognized fact that fluctuations in prices are detrimental either to the producer or consumer."

follows:

"The more evenly regulated movement would stabilize prices to the consumer, as well as in favour of the producer, inasmuch as whilst, when the big movement of the crop is in progress, prices to consumers are usually low, this relatively low price continues only for three or four months. The price of flour to consumers learns a direct relationship to the prevailing price of wheat, but flour prices invariably do not follow day to day fluctuations in the wheat market. Three-quarters of the farmers' wheat is marketed during a period of three months, at the beginning of the season, when the price of wheat usually is depressed. During the remaining nine months the tendency has always been for the price of wheat to ascend to higher levels, with the result that the producer only gets the benefit of the prevailing higher prices for the remaining quarter of his season's crop. The consumer, on the other hand, pays for his flour on the basis of current prices for wheat. Therefore, it is a rule the wheat market inclines to low levels during three months of the year, because the bulk of the producers' wheat comes on the market in the shorter period, it would be to the advantage of the consumer as well as the producer, if the delivery of that wheat crop could be more evenly spread over the entire twelve months. If this could be done, fluctuations in prices would be lessened, and it is a well recognized fact that fluctuations in prices are detrimental either to the producer or consumer."

The inter-relation and community of interest between agriculture, commerce and finance, is a fact that is appealing more generally to the people of this country. It is hardly necessary in Canada to argue that the interests of agriculture constitute the economic foundation of the country. Because of that important fact, however, the agricultural interest is not a sectional or a class interest; and from this point of view we urge the Government to reinstate the Canadian Wheat Board.

YESTERDAY AT THE HOUSE

Yesterday's session of the Assembly was quiet and more or less uneventful, one speech only being made. Sir Michael Cashin, leader of the Opposition, spoke for two hours and in that time gave his party's case for the amendment to the Address in Reply to the Speech from the Throne, as introduced by one of the Opposition.

The Leader of the Opposition was plainly disconcerted, however, by the facts laid open to him by the Prime Minister, Sir R. A. Squires, on Wednesday, when his (Sir M. P.'s) arguments about the revenue and expenditure were exploded by Sir Richard. Upon Sir Michael resuming his seat the vote on the amendment was taken—a strict party division occurring—all the government members voting against the amendment and all the opposition members for it.

The speech of the Leader of the Opposition had chiefly to do with the Minister of Marine and Fisheries, Hon. W. F. Coaker. Mr. Coaker is out of the country on business, as Sir Michael knows, but that did not prevent him from attacking him and the department of which he is head.

One of the interesting statements made by the Opposition leader was this: "Coaker has made the department the headquarters of his own fish business, using it solely for his own purposes." Sir Michael went out of his way time and time again to slander Mr. Coaker and in his wild statements even calumniated the clerks of the department.

Among the many subjects spoken to by the Opposition leader was the fish regulation policy of the government. "Why did you lift the regulations if they were good?" he asked.

Touching on the railway problem he said that the railway was essential to the country. "It is run at a loss," he said, "but then so is Cape Race lighthouse and every other lighthouse. And yet who would suggest doing away with the lighthouses? It is the same with the railway. If the country is to be opened up the railway will have to be run."

Among the many nasty slurs cast at the F.P.U. members of the government was the term "hirelings." Following out the tactics employed by him since the present government was elected he attacked the Union members again and again. W. B. Jennings, Minister of Public Works, was



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F.P.U. LEADER IS ATTACKED

After four days of debate the Address in Reply to the Speech from the Throne was passed through the Assembly yesterday afternoon. The outstanding feature which marked the speeches of the Opposition Leader and members alike was the virulence of their attack on the Hon. W. F. Coaker, President of the F. P. U., both in his capacity as Minister of Marine and Fisheries and Leader of the Northern fishermen. In the history of our local legislature, at least in our time, no man in public life has been subjected to such vile abuse and misrepresentation, while the members of the F. P. U. party have been time and again during the passed four days openly insulted on the floors of the Assembly.

Last session the Opposition Leader, Sir M. P. Cashin, and his then colleague, Sir John Crosbie, found palliation for their ruffled feelings in the fact that their unparliamentary tactics were the subject of caustic criticism by the Government newspapers. It was almost a daily occurrence to find one or the other of these gentlemen, or both, rise in their places and in a "roarin'" rage fulminate against the "Advocate" or the "Star," but it would appear that the desire during the present session to allow the Opposition members every latitude in debate, has been construed into an unbridled license by certain members to vilify and abuse Mr. Coaker and the F.P.U. It would be well for those gentlemen who so flippantly preach patriotism and the public good to call a halt in this campaign of vilification. They must know from their tactics

of last year, that such a feeling of disgust was created all over the country by the vindictive campaign of hatred and dirty politics as marked the proceedings of last session, as to cause much bitterness and ill-will between man and man. At the very outset of the session a warning word might well be uttered to those soulless characters, who to feather their political nests are prepared to resort to any means no matter how despicable. As well might the Opposition try to shift chain rock as to hope for success in their efforts to create dissatisfaction in the ranks of the fishermen of the North. Coaker's traders, availing of his absence from the Colony are leaving no stone unturned to poison the minds of the people against the best friend the fishermen of this country ever had or is likely to have for many years to come. As manager of the various Union enterprises which have risen phoenix like at Port Union, he has found it necessary to visit the South American markets this year, and because of that fact was unable to be present at the opening of the House. This circumstance is availed of by the spouters of the Opposition as a pretext for a campaign of unbridled abuse, but underlying all this pretended worry over Mr. Coaker's absence is a feeling akin to joy, that he is actually away. Some straw had to be grasped by the disrupted remnant of a so-called opposition. The public are well aware of the fact that the tie which binds the straggling Tories together is but a very weak thread. Already several serious chops have been made in the cord which holds the aggregation together, and everybody who takes the slightest notice of the trend of public affairs realizes as a matter of fact there is no such thing in existence in this country at present as a united opposition. Those attacks on Mr. Coaker and the F. P. U. are being made to hide the

made the butt of the opposition leader's sneering jokes. Every one of these jokes will recoil on his own head. When this speech was over and the division was taken the House went into committee of the whole and several bills went thru their third and last reading. The House rose at six thirty to-day.

real weakness and the desperate straits in which the Tories find themselves. Mr. Coaker is about the business of the men who trust and love him, and those cowardly attacks which are being made upon him today will only serve to strengthen and preserve him first in the hearts of his countrymen.

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Reg. 70c. a yard, for63c.

ORGANIE-MUSLINS

38 inches wide, beautiful colorings, in Striped Check and Floral Patterns.

Reg. 27c. a yard, for23c.

COTTON CREPES

In the newest designs and colorings.

36 inches wide. Reg. 35c. a yard, for31c.

27 inches wide. Reg. 50c. a yard, for45c.



Canvasses, Rugs,



FLOOR CANVAS

400 yards for floor covering, 2 yards wide, assorted Floral and Tiled Patterns.

Reg. \$1.60 a yard, for\$1.45

LINOLEUM

400 yards of High Grade Linoleum, 2 yards wide. In a wide range of handsome practical patterns.

Reg. \$2.60 a yard, for\$2.42

TAPETRY HEARTH RUGS

Size 27 x 54, in rich handsome designs. Plain Hemmed Ends. Reg. \$4.00 each, for\$3.75

AXMINSTER RUGS

High Grade Rugs, in a nice assortment of designs, size 27 x 54. Reg. \$7.75 each, for\$7.00

TEA COZY COVERS

A limited number of large sized cosy covers in White Lawn, with hemstitched frill and embroidered centres. Reg. 85c. each, for73c.

TEA CLOTHS

Fawn Crash, Linen Cloths, size 32 x 32, with neat scroll patterns, embroidered in colors, wide hemstitched borders.

Reg. \$1.50 each, for\$1.35

BOLSTER CASES

3 dozen only, pure White Cotton, fine even thread, smooth finish, plain buttoned ends, size 17 x 42. Reg. 90c. each, for80c.

DAMASK TABLE NAPKINS

Pretty floral patterns, size 24 x 24, hemmed ready for use. Reg. 60c. each, for50c.

TAPETRY TABLE COVERS

Medium sizes, color combinations of Crimson and Green, plain borders, size 2 yards x 2 yards. Reg. \$6.75 each, for\$2.40

SMALLWARES

TOOTH BRUSHES—Good quality.

Reg. 17c. each, for15c.

NAIL BRUSHES—A good brush for general use.

Reg. 7c. each, for6c.

TALCUM POWDER—Violet.

Reg. 15c. tin, for12c.

DIME BANKS—Holds Five Dollars.

Reg. 20c. each, for16c.

OVAL RUBBER SPONGES—Good size.

Reg. 17c. each, for15c.

RUBBER TEA POT POURERS—Fit any teapot.

Reg. 7c. each, for5c.

REAL CASTILE SOAP—With face cloth.

Reg. 27c. for23c.

"CREME DUCELLE"—The ideal face cream.

Reg. 50c. for42c.

ASBESTOS IRON HOLDERS—To save the hands.

Reg. 15c. for13c.

BLACK INVISIBLE HAIR PINS—100 to box.

Reg. 8c. for7c.

BOOT LACES—Black and Brown, 36", 45", and 54"

Special4c pair



Spring Overcoats for Boys

Offered at less than the cost of production, all have smart Military Collars, double breasted, in serviceable materials, colors of Brown, Grey, Navy, Fawn and Black, also in Shepherd's Plaids.

Age 3. Reg. \$8.00 each, for\$4.00

Age 4. Reg. \$9.50 each, for6.35

Age 5. Reg. \$9.25 each, for4.63

Age 6. Reg. \$8.00 each, for4.00

Age 7. Reg. \$11.00 each, for7.25

Age 8. Reg. \$9.50 each, for6.35

Age 9. Reg. \$11.75 each, for7.45

Spring Style Exhibit

The Loveliest of the Smart New Fashions

For Spring and Summer, in all their captivating moods and fancies, occupy the stage, now, at The Royal Stores, and the brilliant displays, that women so eagerly looked forward to, grow more fascinating every day with a never ending stream of new arrivals.

THE NEWEST HATS FOR MILADY

An important group of smart models for immediate and early Spring wear, trimmed millinery and ready-to-wear Hats, for women and misses. No two models alike.

Reg. \$6.50 each, for\$5.40

Reg. \$7.75 each, for\$6.60

THE NEW SPRING WALKING SKIRTS

Such Skirts as these usually are to be had only at much higher prices. These are entirely new, in just the styles required for Spring.

ACCORDEON PLEATED SKIRTS

In Navy Serge, all sizes.

Reg. \$5.00 each, for\$4.25

In handsome Plaids and Stripes, all sizes.

Reg. \$11.00 each, for\$9.95

BLACK POPLIN DRESSES

Black Silk Poplin Dresses, with Peter Pan Collars, buttoned down front, belt at waist, woman's size.

Reg. \$8.75 each, for\$5.50

WOMEN'S TRICOLETTE KNICKERS

Colors of Maize, Sky, Navy, Fawn, Grey, Black and White, finished with elastic band at waist and knees, trimmed with Rosette.

Reg. \$6.00, for\$4.90

Black Kid Gloves

Extra special values, in all sizes.

Reg. \$2.50 pair.

For
75c.

NAVY GABARDINE

60 inches wide, all Wool, guaranteed fast Dyes.

Reg. \$3.50 yard, for\$3.10

TRENCH COATS

25 only, full belted Trench Coats, in shades of Fawn, Light weight, In shades of Fawn, lined throughout with waterproof lining, sizes 32 to 44 in.

Reg. \$23.25 each, for\$20.80 Reg. \$19.00 each, for\$16.45

Reg. \$30.00 each, for\$26.25 Reg. \$28.50 each, for\$24.85

MEN'S RAGLAN COATS

In shades of Fawn, lined throughout with waterproof lining, sizes 32 to 44 in.

Reg. \$23.25 each, for\$20.80 Reg. \$19.00 each, for\$16.45

Reg. \$30.00 each, for\$26.25 Reg. \$28.50 each, for\$24.85

THE NEW SPRING HOSIERY

Nothing is more important than smart Hosiery—nothing easier to select and have the colour match the new outfit. If the choosing is done from our splendid assortments. Here are some of the newest Spring Stockings in good fitting shapes and the most popular color tones.

WOMEN'S CASHMERE HOSE

Light weights, shades of Heather, sizes 9 and 9½.

Reg. \$1.25 pair, for\$1.08

WOMEN'S SPORTS HOSE

Fancy block and vertical stripe designs, in Navy, Dove, Fawn and Mole, all sizes.

Reg. \$1.75 pair, for\$1.58

Child's Cotton Dresses

To fit girls of 8 to 14 years, assorted light and dark checks, in Blues, Tans and Greens, in a variety of useful styles.

Reg. \$1.50 each, for\$1.25

WOMEN'S CORSETS

Made of strong white Coutil, D. and A. Make, sizes 21 to 30 inches, medium Bust, trimmed with lace and Embroidery, four elastic suspenders.

Reg. \$2.25 pair, for\$1.95

WOMEN'S SUMMER VESTS

White Jersey knit, square neck, short sleeves, tape draw string.

Reg. 35c. each, for31c.

SLIP ON VEILS

5 dozen only, durable Veils, made of pure Silk, shades of Brown, Taupe, Navy and Black.

Special each38c.

COLORFUL TULLES

Shades of Pink, Sky, Mauve, Brown, Grey, Yellow and Black, 36 inches wide.

Reg. 85c. yard, for75c.

WHEAT SPRAYS

Shades of Heana, Steel, Blue and Black, Popular trimming for Spring Hats.

Reg. \$1.10 each, for90c.

Men's Wool Socks

53 dozen Black Wool Fingering Socks, guaranteed fast Dyes, sizes 9½ to 11, assorted Ribs.

Reg. 65c. pair, for50c.

MEN'S GARTERS

Strong cable web Elastic.

Reg. 50c. pair, for45c.

BOYS' BRACES

Superior Elastic web braces for boys up to 16 years of age.

Reg. 30c. pair, for26c.

WHITE SHIRTINGS

35 inches wide, fine even thread, smooth finish, extra good values.

Special per yard25c.

SPRINGTIME

Footwear
Women's
Laced Boots

A limited supply of Black Vici Kid Boots for women, sizes 3 to 6, Cuban Heel, medium Toes, high cut, laced styles.

Reg. \$12.35 pair, for\$7.43

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Laced Boots

A limited supply of Black Vici Kid Boots for women, sizes 3 to 6, Cuban Heel, medium Toes, high cut, laced styles.

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Reg. \$12.35 pair, for\$7.43

THE ROYAL STORES, LTD.

Geddes Is Railway Man

The Right Hon. Sir Eric Campbell Geddes, G.C.B., G.B.E., who has resigned his seat in the British House of Commons, is a great railway expert and master of organization. He served as Minister of Transport from September, 1919, until October, 1921, when it was announced that he would return to commercial life. The Ministry of Transport is a new department with the British Government and was established in 1919 with Sir Eric as its first head.

A native of India, born in 1875, Sir Eric is the son of Auckland Campbell Geddes, and a brother of Sir Auckland Campbell Geddes, the present British Ambassador to the United States. Sir Eric was educated at the Military College, Oxford, and Merchiston Castle School, Edinburgh. At the outset of his career he had ex-

perience in timbering and other work in the Southern States of America, after which he joined the Baltimore and Ohio Railway. Leaving it, he proceeded to India, and gained further experience on the Rohilkund and Kumaon Railway. He next joined the North-Eastern Railway Company, where his organizing powers soon became apparent, and he was appointed to the position of deputy manager. He then became Director-General of Munitions Supply, and after doing good work in that capacity he was deputed to go to France as Director-General of Transportation.

He was elected to the House of Commons as a Coalition Unionist member for Cambridge in 1917. In the same year he was appointed an Honorary Major-General of the British Army and Additional Member of the Board of Admiralty and Navy

Controller, with the rank of Temporary Honorary Vice-Admiral. His next public service was as First Lord of the Admiralty—1917-18. In 1918 he became a member of the Imperial War Cabinet. In 1919 he was appointed Minister without portfolio. His appointment as Minister of Transport followed.

He was created a Privy Councillor in 1917; a Knight of the Order of the British Empire and a Knight Commander of the Bath in 1919.

Sir Eric's services to the Empire throughout the war were of the utmost value. His grasp of the problems and needs for the successful co-operation of the allied navies, his appreciation of the strategy and problems of naval warfare, his clear presentation of well-matured policies, his clarity of judgment, and his truly wonderful executive ability equaled only by his consideration and his

SIR ERIC GEDDES



Who has resigned as Minister of Transport and as a member of the British Commons. He will return to private business.

desire for common interchange of ideas and plans made him a minister of great distinction and a powerful factor in the winning of the war.

After the war his wonderful variety of experience stood him in good stead when it felt to his lot to organize the new Department of Transport.

Sir Eric was frequently delegated by the Cabinet to conduct important negotiations and to settle disputes of various kinds. A notable instance of this was his work in connection with the great railway strike a year or two ago.

If promptness, courtesy, first-class work and right prices will get your trade then we are in line for it. Union Publishing Company, Ltd.

CORNS

Lift Off with Fingers



Doesn't hurt a bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting then shortly you lift it right off with fingers. Truly!

Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the calluses, without soreness or irritation.

Sable I's Passengers

The S. S. Sable I, Captain Murley, arrived from Halifax via Louisbourg at 9.30 a.m. yesterday. The ship encountered dense fog and considerable ice on the passage and as a result was delayed many hours. The ship brought a large freight and the following passengers:—Mrs. W. J. Nauffts, W. A. Munn, Jerome Kelly, W. H. Taylor, N. Snow, George Nichols and J. C. Adams. The Sable sails for Halifax at 9 a.m. to-day taking two passengers:—J. Hogan and J. E. Jacobs.

Karl S. Trapnell

OPT. D.

Newfoundland's Leading
Eysight Specialist.

Six years with R. H. Trapnell before he retired from the business.

The most experienced Eye-
sight Specialist in Nfld.

Be careful of the address.

—307 WATER STREET—

Upstairs

mar\$3m

CURLIANA

What may be termed the game of the season was played Monday evening. It was a challenge game from the four Captains of Divisions to the Officers of the Curling Association, and it was anybody's game all thru. The play was excellent, and the Captains are to be congratulated on putting up such a magnificent showing against the Officers.

The season about closing has been the most successful one in the history of the Association. There has been no let-up since opening day, and anyone who won trophies or games had their work cut out.

The following were the players:
Officers Captains of Divisions.
A. H. Salter W. E. Bears
(White Division)
F. T. Brehm S. C. Thompson
(Green Division)
W. H. Duder S. Rodger
(Red Division)
P. W. Bradshaw J. R. Chalker
(Blue Division)
(skip) (skip)
Score 10 Score 9
Better luck next time, Captains. Try it again 1923.

STORM KILLED TWENTY-SEVEN

SERIES OF TORNADOES DID
HEAVY DAMAGE IN SOUTHERN STATES

NEW ORLEANS, March 15.—At least twenty-seven persons were killed and many others were seriously injured as a result of a series of storms at places reaching proportions of tornadoes, which visited isolated sections of Louisiana, Mississippi, Arkansas, and Oklahoma Monday night and early yesterday.

The heaviest loss of life reported was at Gowen, Okla., a village 15 miles east of McClister where 12 persons were killed when a tornado swept through the foreign section of the village Monday night. Many others were slightly injured.

Four white persons and six negroes were killed when the storm passed through the northeastern section of Jefferson County and the southeastern section of Lenox county, Arkansas, early yesterday. The storm in this section left a trail of wrecked buildings for 20 miles. Several were slightly injured, none seriously.

At Sulphur, Okla., two white men were killed late Monday. Nineteen others were seriously injured and scores suffered slight injuries. Property damage is estimated at \$100,000. Fifty buildings were completely demolished and 200 people who were left homeless are being cared for in residence which escaped the path of the tornado.

Eight homes were demolished at Sunrise, a village two miles north of Baton Rouge and a negro woman and her child were killed. Four others were slightly injured there early yesterday.

Twenty persons were injured, a number seriously, when the storm struck Corinth, Miss., yesterday. Twenty-five homes were levelled. The storm swept a path more than 100 feet wide razing every building in its path. Reports from outlying districts tell of considerable property damage. A school building in which were 1,000 children barely escaped the path of the storm.

An aged negro man was killed and several negroes were slightly injured and a score of houses were destroyed at Arkansas City, Ark., early yesterday. Two homes were destroyed and one man was injured near Alexander, La., when the storm passed there Monday night.

The storm was accompanied by the usual freaks, the most outstanding of which was reported from Kennett, Ark., where a 12 days old infant was blown from a bed on which it was lying, across the yards where its clothing held it suspended to a picket fence until the storm abated. The baby's parents were seriously injured.

ERSKINE CHILDERS



One of the leaders of Sinn Féin opposition to British rule in Ireland, and though an Englishman, a bitter opponent of the Anglo-Irish Treaty.

SMITH-CARUTHERS WEDDING



Mr. William Alexander Smith and his bride, formerly Miss Marjorie St. Clair Caruthers, daughter of Mrs. George A. Caruthers, of Winnipeg, and granddaughter of Mr. James Caruthers of Montreal, whose marriage took place on February 18, in Winnipeg.

OBITUARY

ESTHER ANNIE HALLERAN

There passed peacefully away at her residence, Monkstown Road, at noon yesterday, Miss Esther Annie Halleran, at the ripe old age of 80 years.

Miss Halleran was the niece of the late Captain Terence Halleran, one of the most famous of Newfoundland's old time sailing captains, and resided all her life with Captain and

Mrs. Halleran. She was noted for her great charity and kindness, and in her younger days her home was the seat of the greatest hospitality.

Born in St. Mary's, Miss Halleran resided nearly all her life time in St. John's and was one of the old school of Newfoundland ladies now so rapidly passing away.

The funeral took place yesterday afternoon from her late residence, Catherine St. and Monkstown Road.

ADVERTISE IN
"THE ADVOCATE"

List of Unclaimed Letters Remaining in G.P.O.

- | | | | |
|--|--|--|---|
| A
Adams, J., LeMarchant Road.
Andrews, Albert, South Side.
Archibald, James M. | Fitzgerald, Miss Rhoda, Springdale St.
Flefield, James, Flinn St.
Frost, M. H., Allandale Rd.
Fortune, Miss A., Water St. West.
Fudge, Miss V., Bond St. | Munroe, Mrs. J., C/o Mrs. P. V. Pennywell Rd.
Murphy, Edward, Pleasant St.
Mugford, Mrs. Wm. J., Codner's Lane.
Murphy, Mary B., C/o Gen'l Delivery.
Murphy, Miss Margaret.
Murray, Mrs. James, (Freshwater Rd.), C/o General Delivery. | R—, Harvey, 42 Flower Hill.
Russell, Mrs. Anna |
| B
Brace, Alex.
Barrow, John, C/o Gen'l Delivery.
Bradbury, Mary, Newtown Road.
Baker, Miss Katie, Cookstown Rd.
Barrow, Susie, C/o Heber Pierce.
Blake, Wm.
Breen, S. P., Water St. West.
Bishop, Miss Reta, Water St.
Britton, John, C/o Gen'l Delivery.
Bishop, Miss Annie, New Gower St.
Bullon, Edgar | G
Goss, Mrs. James, Bannerman St.
Gury, Miss, Allandale Rd. | N
Noseworthy, Miss Ellen
Noseworthy, Miss Beatrice, Buchanan Street.
Noseworthy, Allan J., Munroe St. | S
Small, Miss G., Hamilton St.
Slaw, Andrew, 25 — St.
Sheppard, Mark, New Gower St.
Steed, Miss E. G., Springdale St.
Smeaton, F., South Side.
Stickland, Miss Rebecca, Mundy Pond Road.
Smith, Miss Flora, Water St. West.
Stokes, Miss D., Hamilton St.
Sowe, Mrs. Martha
Scott, Mrs. Thos., Gilbert St.
Stuckless, Wm.
Sutton, Mrs. M. A. |
| C
Carbage, A., New Gower St.
Camas, Mrs. Edgar, C/o Gen'l Delivery.
Cahill, Miss Fannie, Newtown Road.
Case, Harry, C/o Gen'l Delivery.
Carew, Mrs. Sarah, New Gower St.
Cheesman, John, Quidi Vidi Rd.
Cox, Mrs. Wm., Duckworth St.
Colton, Miss D., South Side.
Coppinger, John J., LeMarchant Rd.
Curtis, Azariah, Gower St. | H
Hart, Mrs. Carman, Flower Hill.
Harris, Mrs. Wm., Pleasant St.
Harris, Miss Janet, LeMarchant Rd.
Hapton, Mrs. Edward, 24 — St.
Heffernan, Maurice
Henstridge, Miss M.
Hines, Mrs. J., Duckworth St.
Hicks, Miss Grace, Flavin's St.
Hollitt, Miss Jessie
Holland, Miss G. F.
Holwell, Mrs. Mary, Allandale Rd.
Haggett, Pleman, C/o Gen'l Delivery.
Hutchings, James, Mallock St. | O
Oake, Effie, Cochrane St.
Owens, J. E.
O'Connor, P. P.
Outport, C/o Gen'l Delivery | T
Taylor, Mrs. J. A., Cabot St.
Taylor, Pte. Walter, C/o G.P.O.
Tizard, Miss Rhoda, Springdale St.
Tilly, Robert, C/o United C. C.
Tilley, Rebecca, Carter's Hill.
Towin, Mrs. Ricard, 5 —
Tobin, Bernard, Pte. Pilot's Hill.
Tucker, Mr., Nagle's Hill.
Tulk, Mrs. E. F., Flower Hill.
Tucker, H., Long P. Road. |
| D
Doody, Mrs. James, Pilot's Hill.
Davis, Mrs. E., York St.
Dwyer, Fred., Nagle's Hill.
Delaney, Michael, C/o Gen'l Delivery.
Dunn, Fred. K.
Dwyer, Mrs. M., Newtown Road.
Duckworth, Arthur, Cabot St. | K
Kelly, A., Gower St.
Kelly, John, Carter's Hill.
Kehoe, John, George's St.
Kelly, Sarah J., Mrs.
Keates, Miss Annie, Queen's Road.
Knight, Miss Annie (card) Pleasant St. | P
Pattar, Rachel, Sudbury St.
Parsons, John, Queens St.
Parsons, Miss Susie
Parsons, Miss M. K.
Patterson, R. M.
Parsons, Capt. George, Ryan's Row.
Perry, C. R., Freshwater Rd.
Penny, George F., Mrs., Cabot St.
Pelly, Miss Mary, New Gower St.
Pearce, Miss Louis
Peet, G. N.
Piercy, Miss G., Gower St.
Pynn, Ralph
Pierce, George, Barnes Road.
Power, Miss H.
Porter, Mrs., Gower St. E.
Power, Miss M., Lime St.
Paddister, J., Allandale Rd.
Purchase, Miss M., Patrick St. | U
Universal Agencies, Oke Building. |
| E
Earle, Eleanor, Quidi Vidi Rd.
Earle, Mrs. L.
Earls, Mrs. Clifton, C/o G.P.O.
Ewen, G. W., C/o Gen'l Delivery.
Eberts, E. J. | J
Jatour, Madame A.
LeGrow, Albert, C/o Gen'l Delivery.
Lewis, Mrs. Herbert
Leo, Master Jack. | R
Ryan, Miss, C/o Mrs. Goss, LeMarchant Rd.
Ryan, Herbert F.
Randell, Mrs. R., Franklyn Avenue.
Ryan, J. E.
Ryan, Angela M., Pleasant St.
Ryan, John
Keld, Arthur L., Pennywell Road.
Ruddy, Michael, Nagle's Hill.
Ree, Mrs. Jessie, Cochrane St.
Roche, Mrs. P. J., C/o Mrs. O'Brien, Gower St. | W
Walsh, Timothy, Queen St.
Walsh, Miss Mary (card)
Warren, Samuel
Warron, Beatrice, LeMarchant Rd.
Walsh, Mrs. Josephine, Mt. Scio.
Walsh, Mrs. Martin, Nagle's Hill.
Waddleton, George
Walsh, Mrs. Thos., Long Pond Rd.
Webber, Miss G., Newtown Rd.
Wells, Miss E., New Gower St.
White, John J., C/o Gen'l Delivery.
Wilson, Leo, Gower St.
White, Miss Josie (card), Hutchings Street.
Wilson, Ernest G., Duckworth St.
Wood, F., Freshwater Rd.
Woodbridge, Miss R. (card) |
| F
Fagan, Mrs. Hannah, New Gower St.
Falls, F.
Peet, Wm., Cook St.
Fitzpatrick, Mrs. Mary
Flynn, Miss Margaret (card)
Fitzgerald, Theo. (card) | M
Matthews, Miss John, (card)
Mercer, Wm. Mrs., George's St.
Mercer, Florence M.
Merriman, Charles
Mezard, Miss Mary, Adelaide St.
Myers, A., Pennywell Road.
Minty, Herbert
Maydroge, Mrs., Mt. Rose Avenue.
Morris, Edgar, Job St.
Morgan, Miss G. (card)
Morrissey, Miss Mgt., Smithville. | | |

Mr. Outport Customer:

DON'T you remember the never fading dye, the enduring qualities were in the black and blue serges you got from us before the war? Yes, certainly! We can give you the same again. Our latest arrivals are guaranteed dyes and pure wool. Samples and style sheet, with measuring form, sent to your address.



John Maunder

TAILOR and CLOTHIER

281 and 283 Duckworth Street, St. John's

RAY'S OF LIGHT ENABLE BLIND TO READ



Rays of light, converted into musical sounds of exquisite harmony are the medium by which persons, totally blind may now read newspapers and any ordinary book. The instrument by which this is made possible is the "Otophone," a box-like contrivance, by means of which rays of light stream through five rows of colored perforations in a glass plate, and are reflected back and transformed into musical sounds. The blind person, by the untechnical observer these rays, five parallel lines of a musical staff, five notes of the musical scale, and a high key. The photo shows Miss Margaret K. Hogan, reading a newspaper with the "Otophone."

Botwood Ladies Were First To Fly

Dear Sir,—Will you please give me space in your paper, the Advocate, to make a few comments on, and to correct the following statement that appeared in the Evening Telegram some little time ago reading thus, Misses Marguerite Bennett and Edith Alderdice being the first of their sex to fly in Newfoundland. It seems as if the writer of this article had altogether forgotten or perchance did not know anything of the aerial flights that had taken place at Botwood during the early part of last year. There is, I understand, situated at Botwood a hangar and is built on land owned by a lady in the person of a Miss L. Jower. On or about April 14th of last year Major Cotton took an aerial scout taking with him the above named person, who was the first of her sex to fly in Nfld. and not Miss Bennett and Miss Alderdice. On or about the same day a second flight took place Major Cotton taking with him this time Miss Frances Ball and Dorothy Foote. Mrs. M. St. John and four

others of the same sex had the same pleasure of viewing the earth and surrounding country from the air. Now Misses Bennett and Alderdice instead of the first of their sex to fly in Nfld. should be listed as tenth, and perhaps will feel a little disappointed, yet they should not for they are among the few so far that have had such a joy ride. Perhaps among the many readers of this article, someone may ask themselves this question, why is the critic so harsh against the lady citizens of St. John's? The writer may ask himself a similar question, am I acting unbecomingly in any way towards the weaker sex, I say with confidence I am not, for remembering that I have a mother and sisters, I always wish to respect and help the weaker sex, for as a great writer has stated, all that I am or all that ever I expect to be I owe to my mother. Is this the reason why the ladies were omitted because they happen to be from Botwood, an outport. I hope not, because the writer is from an outport himself. The outports have just as good of both sexes, mentally, physically, morally and spiritually as can be found in city or cities. In many cases outport citizens have not the privileges and opportunities that a

IF STOMACH IS BAD LET DIAPEPSIN END GAS, INDIGESTION.

"Pape's Diapepsin" has proven itself the surest relief for indigestion, Gases, Flatulence, Heartburn, Sourness, Fermentation or Stomach Distress caused by acidity. A few tablets give almost immediate stomach relief and shortly the stomach is corrected so you can eat favorite foods without fear. Large case costs only few cents at drug store. Millions helped annually.

person living in a town may have and this is why I don't wish to see the ladies of Botwood altogether ignored, or placed in the background. So Botwood ladies are to the front as regards their aerial flights in Nfld. Now I must call a halt (military term), wishing the Editor and staff of the Advocate office every success.

I remain,

Grand Falls, Mar. 20, 1922.

Do you want to tell the Fishermen, put your ad in THE FISH-ERMAN'S PAPER.

Eggs Fight With Moss

A French naturalist recently had the rare opportunity of observing an unusually interesting struggle for existence between an egg and a moss plant.

The egg was that of a lizard which had been deposited on a cushion of moss. It was enclosed by a white protective covering of leather-like toughness.

The moss on which the tip of the egg rested secreted at the point of contact a substance that gradually dissolved the leathery shell of the egg.

When there was no longer any resistance, the stem of the moss plant penetrated the shell and sent its branches through the substance of the egg, emerging at the opposite end.

But the egg was equal to the emergency. It enveloped the stem of the moss inside the egg with a membranous coating that formed an insulating tube around the intruder. Then the moss sent out side branches

Neuralgia
Nightsweats
Sleeplessness
Indigestion
Hysteria

result from
Nervous Exhaustion
Take the new remedy

Asaya-Neurall

(TRADE MARK)
which contains the form of phosphorus required for nerve repair.
PREPARED BY
DAVIS & LAWRENCE CO.
MONTREAL

through the egg, traversing it, but these also were made tenuous by an albuminous coating.

In spite of this struggle against the intruding moss, the lizard embryo developed to all appearance normally, and finally emerged from its prison unharmed.

Big Reduction In the Canadian Estimates Hinted

(Montreal Star)
PRESS GALLERY, House of Commons, Ottawa, Ont., March 13.—There were signs yesterday that the debate on the Address was dragging to the point of collapse but it took on a fresh spurt at night and this morning it is uncertain just when it will conclude. Sir Lomer Gouin may possibly speak, as he is rather anxious to do, save for the desire of the Government to abbreviate the discussion so that the estimates can be tabled and taken up speedily.

The fiscal year ends two weeks from to-morrow and money must be laid. The Government will need to ask for a proportion of all the estimates without prejudice to the right of discussing each item in detail. In opposition they protested against the aerial vote system, but there is an excuse for it this time in the circumstances, which have necessitated the assembly of Parliament at a date very far from the end of the fiscal year. Hereafter sessions will begin in the fall which will give plenty of time for the passage of supply, item by item without recourse to the proportional method.

WELCOME GOUIN SPEECH.

A speech from Sir Lomer will be welcome. The distinguished statesman is now in Ottawa, and, of course, the House and in some quarters appears to be regarded as a bogey man. He has been the target for some verbal shifts from both Conservative and Progressive. In view of these attacks his reply would be unusually interesting. So far, Sir Lomer has followed more closely than any other member of the Cabinet all the speeches. He has been absolutely impressive to the most vitriolic thrusts of Hon. Arthur Meighen, betraying neither by facial expression or in any other way, what he thought or what he intends saying.

It is not expected that any amendment to the Address would be presented by the Conservatives, and after the Progressive attitude as explained by Mr. Crerar yesterday, certainly none will come from them.

MAY BE SURPRISES

The estimates are about ready and may be tabled today. It is probable that they will contain some surprises. Substantial reductions in the expenditures of several departments are predicted. No member of the Government ventures an exact opinion as to comparisons with last year's estimates, but the reduction will run into millions. The Liberals so far are absolutely satisfied with the progress made, notwithstanding the fact that they have no clear majority in the House.

The only note which has jarred on them was contained in the speech of Hon. Mr. Crerar yesterday. It related to the approaches made to him to join the Cabinet under Hon. Mr. King. The Premier says the proposed fusion was based on the understanding that any who came in would come as Liberals, while Mr. Crerar says that partyism was not the basis, but rather the principles of policy to be followed in respect of legislation.

There has been no definition by either leader as to the particular reason upon which the negotiations smashed.

In view of the varying accounts of the basis of negotiation it may be assumed that the Conservatives—perhaps Mr. Baxter this afternoon—will take advantage of the contrast.

NO GREAT MENACE

Mr. Crerar's attitude generally is only what was expected, but it is no great menace to the Government. While there is a clear note of mental reservation in his remarks, and his party's attitude will be contingent upon its view of the policy of the Government, no rock of disaster looms up in the offing.

In view of what has just happened in Manitoba, where the Norris Government has been defeated, there may be curiosity as to the possibility of a like recurrence here, considering the fact that the Government is deficient in working majority. Numerous things suggest that such an embarrassment, if ever it arises, is most remote. Whatever the potential gulf between the Government and the Progressives, it is much narrower than between Progressives and Conservatives. Especially is this so in regard to what is the common assumption, as to the Government's fiscal policy. On the railway policy they will need to be wary.

There are unquestionable psychological factors which is not localizable to any group such as the cumulative indemnities of twenty thousand dollars. That is a matter of substance looming large to the average member. He will give much sobriety of thought before joining in any step that might imperil the fruition of such a comforting material prospect.

ADVERTISE IN THE THE "ADVOCATE"

LONDON, March 23.—The British submarine H-42 has been lost with all hands in the Mediterranean, says an Exchange Telegraph despatch from Gibraltar to-day. She collided with a destroyer during manoeuvres.

MARSEILLES, March 23.—The United States freight steamship West Caruth was sinking this morning 17 miles east of Cherbourg, said a wireless asking for help.



Do not give another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you in one or two days. Get a box of Dr. Chase's Ointment, 25c. a box. Sold by all druggists. Write to Dr. Chase, 100, St. John's St., Montreal, P.Q. and enclose 25c. stamp to pay postage.

A Unique Display of BOY'S SUITS

A VARIETY IN ENGLISH, AMERICAN, AND LOCAL MANUFACTURE AT PRICES WHICH HAVE NOT BEEN SEEN FOR MANY SEASONS. EVERY SUIT REMARKED. REDUCTIONS BEING THE ORDER OF THE DAY. YOU WILL FIND THAT SUIT WHICH YOU HAVE BEEN LONGING FOR AT A PRICE WHICH WILL SURPRISE EVERYONE.

How Can We Do It! Come in and See For Yourself!

Local Suits

Mixed Grey Tweed, plain Back, short pants (3 piece).	
Regular \$30.00. Now	\$20.35
Dark Green Tweed. Regular \$27.00. Now	17.60
Navy Blue Serge, long pants. Reg. \$24.00. Now	14.00
Dark Stripe Tweed. Reg. \$24.60. Now	14.60
Dark Stripe Tweed, short pants. Reg. \$19.00. Now	10.30
Dark Stripe Tweed. Reg. \$21.00. Now	11.00
Navy Blue Serge. Reg. \$20.00. Now	12.35
Dark Stripe Tweed, Norfolk style (2 pieces).	
Reg. \$14.50. Now	7.80
Mixed Scotch Tweed, Pinch Back, Long Cuff Bottom Pants.	
Reg. \$32.80. Now	22.80



English Suits

Brown Tweed, Plain Back, Short Pants (3 pieces).	
Regular \$22.70. Now	\$13.60
Dark Grey Tweed. Regular \$23.00. Now	13.60
Grey Diagonal Tweed. Reg. \$22.00. Now	12.80
Light Brown Herring Bone Tweed (Norfolk Style).	
Reg. \$16.00. Now	\$8.80

American Suits

Mixed Tweed Plain Back, Short Pants (2 pieces).	
Regular \$20.00. Now	\$12.00
Dark Mixed Tweed, plain back, short pants, patch pockets (2 pieces). Reg. \$23.00. Now	\$13.60
Fancy Mixed Tweed, Plain Back, short pants, belted all round. Reg. \$15.00. Now	\$9.60
Mixed Tweed, Plain Back, belted all round, long pants (3 pieces). Reg. \$32.00. Now	\$20.00

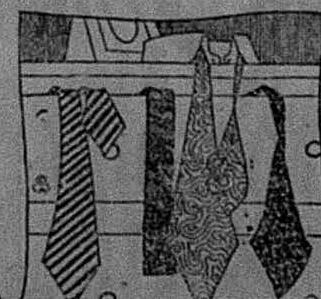


Ladies' Spring Hats

IN EVERY POPULAR
SHAPE AND SHADE
AND AT THE EXTRAORDINARY LOW PRICE OF
\$2.98

Gent's Ties

A Very Popular Line
in
Knitted Ties
Price only
49c.



Water Street

ANDERSON'S

St. John's

Latest Sealing News

STEAMERS NOW HEADING FOR COTTON'S PATCH.

Messages received from the sealing fleet last night and this morning indicate that most of the ships are now heading for where they believe Cotton's patch to be. The opinion in some circles is that this will not be so easy to locate as at first appeared.

The Seal reported last night weather foggy and nothing done. She was then trying to get to Cotton's patch.

A message from the Viking says: "Large sheet ice, difficult to get thru. Nothing new to report."

Messages this morning from the Neptune report ice tight and no progress made.

A message to the Reid Nfld. Co. from the Sagona reports the ship 60 miles east of Bonavista. She has 7,500 seals on board and is making east for Cotton's patch. Weather foggy with heavy ice. Other messages received were as follows:

BOWRING BROS.

Terra Nova:—(Thursday p. m.)—Hauled 1,500 on board to-day. Hope to do better work to-morrow. Position still unchanged except ordinary drift. Dense fog all day.

Eagle:—(Thursday p. m.)—Not doing anything to-day. Unable to get through ice.

Ranger:—(Thursday p. m.)—Approximate position from Cotton's patch, 40 miles. Making fair progress, eastward all day. Picking up scattered seals. On board and stowed 3,000.

Viking:—(Thursday p. m.)—Owing to lines to Port aux Basques being out of order, neither the R. N. Company or Bowring Bros. had any message from the Viking last night.

JOB BROS. & CO.

Neptune:—Killed 190 to-day. Have on board and stowed down, 10,000. Steamed in direction of Cotton's patch, nothing to be seen. Position 30 miles N. by E. of Cape Bonavista.

Thetis:—Killed and panned to-day 500. On board and stowed 12,000. Weather, foggy ice tight as far as can be seen.

JAS. BIRD LTD.

Diana:—The ship reported as being 40 miles S.E. of Cape Bonavista yesterday morning. Conditions are as yet unfavourable for sending assistance to the disabled steamer.

REID NFD. CO.

Sagora:—No report since Saturday night, March 18th.

The First Aerial Mail to Trinity

Thebauld in an article in "Holly Leaves" some years before the war wrote of the day when airplanes would land on Gun Hill, Trinity. On Tuesday, March 14th, the prophecy came true as Trinity received a mail in one hour from St. John's.

The news that the airplane was coming was known during that morning, and many hundreds of people in Trinity and outlying sections gathered to witness the unusual sight. Shortly after 2 o'clock the airplane came in sight flying gracefully over the lighthouse and alighted on the ice just off the Government wharf, and cameras became very busy.

Mrs. E. C. Hiscock, the Postmistress, had all mails ready and no delay occurred.

Trinity Dight appreciates the service highly, and trusts the Minister of Posts will be able to give it many an air mail in the future.

If any subscriber does not receive his paper regularly please send in name, address and particulars of same so that the matter may be rectified.

LOCAL ITEMS

Leaves Tuesday:—The S. S. Digby leaves Halifax on Tuesday next for this port with general cargo.

Ready to Sail:—S. S. Watchful is ready to sail for the North as far as Westleyville.

48 Hours Run:—The Rosalind arrived at Halifax 7 o'clock this morning after a 48 hours run.

Reached Grand Bank:—The schooner Laverna, with general cargo from Boston, has arrived at Grand Bank.

Coming From W. I.:—The schr. Over the Top is now on the way to this port from Barbados with a cargo of molasses, having left yesterday.

Has 450 qts.:—The Carl S. has arrived at Gaultois from the Rosa Blanche fishing grounds hauling for 450 qts. of codfish.

Sailing Cancelled:—The proposed sailing of the S. S. Wyncote from Glasgow for this port has been cancelled, the ship going to Boston direct.

Names Omitted:—In the list of contributors to the St. Vincent de Paul Society the names of Mrs. L. Gearin and Ed. Kennedy who gave five dollars each, were omitted.

Leaves For Montreal:—Mr. John Hogan, a Montreal cable man, who has been in Newfoundland for some weeks past on a visit to his mother in Carbonear, leaves by the Sable I. to-day enroute to the Quebec city.

Put Back:—The S. S. Mapledawn, which left here on Wednesday for St. John and reached as far as Cape Race, was obliged to retreat owing to ice conditions and harboured at Bay Bulls yesterday.

Sixty Got Clear:—The S. S. Star, which left here Wednesday morning for the Mediterranean, passed Cape Race at 2 p.m. on the same day, and it is believed got clear of the ice.

Halifax Sailings:—The next sailings of the Canadian Sapper from Halifax are announced for March 30th and April 11th and 22nd. The ship will then go on the St. Lawrence service and is due to leave Montreal for this port on May 6th.

Boy Doing Well:—The young lad Kennedy who was injured while playing near the Star Theatre Wednesday, is now doing well at the hospital. The examination yesterday disclosed a fractured arm. It will only be a matter of a few weeks when he will be able to get around again.

Great Impetus For Boy Scout Movement

Denominational Heads Will Be On Committee.

A meeting in connection with the Boy Scout movement in Newfoundland is shortly to be held under the chairmanship of H. E. Sir C. Alex. Harris, Chief Scout. At this meeting important matters will be discussed and a regular council formed on which will be His Grace Archbishop Roche, His Lordship Bishop White, Rev. Dr. Fenwick and other distinguished gentlemen.

A charter has been granted for the establishment of local district troops in the outports and the coming summer will likely see this splendid movement growing to a wonderful extent.

Reid Co.'s Boats

Argyle arrived Marystown at 8.45 p.m. yesterday, inward.

Glencoe left Pushthrough at 6 a.m. yesterday, going west.

Kyle left Louisburg 9 p.m. yesterday, coming to Port aux Basques.

\$50

Use This Coupon

\$50

I certify that this loaf is baked by coal, wood, gas, or electric (mark which) from WINDSOR PATENT flour purchased from

Name

Address

No entrance fee charged.

8 Prizes amounting to \$50.00 in all.

COMPETITION WILL BE JUDGED BY MISS ALICE E. FURNEAUX, D.S.T., AT BAY ROBERTS ON MARCH 30th.

\$50

Express or mail your loaf to Frank How ell, Bay Roberts, or to HARVEY & CO., LTD., ST. JOHN'S.

\$50

Tells of Woman Suffrage In All Parts of the World

Mrs. Trounson Describes Great Women's Movement

Women's suffrage in all parts of the world, and how it has grown, formed the topic of the fine lecture by Mrs. Trounson in Methodist College Hall last night to a packed audience of both sexes. Some of the results of giving women political rights were told graphically by the lecturer.

An interesting preface to her story was the message she brought to the women of Newfoundland from the International Women's Suffrage Alliance, of which she was secretary in England and delegate to the Pan-American conference shortly to be held in America.

"The Women's Alliance send you very, very warm greetings," said she, "and hearty congratulations upon the fight you are waging for women's rights in Newfoundland. We have watched your fight with sympathy, and the Alliance intends to stand by you and see you thru until you shall have achieved your objective."

Is Notable Speaker. Mrs. Trounson is a well known writer in England, contributing voluminously to newspapers on women's subjects and writing books. She is a professor of economics and speaks several languages. During the war she was chief welfare superintendent of the aid department in Great Britain, looking after some 10,000 girls in that capacity.

The women's movement is growing day by day in importance," declared Mrs. Trounson. "In all parts of the world the subject is a live issue, and where the women have not won it they are fighting hard for political rights. In 1914 you could count on the fingers of one hand the countries which had woman suffrage. During the war some 21 countries gave their women the right to vote.

"The following countries now have woman suffrage: Great Britain, Ger-

LONESOME?

Men, Women, Girls, Bachelors, Widows, etc.

Join our Correspondence Club and make many interesting friends. Get acquainted throughout the world through our medium. Marry Wealth, Happiness. Hundreds rich, attractive and congenial. Writing to wsl. Photos Free. Send 50 cents for four months' subscription. \$1.00 for one year.

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many, Russia, Holland, Norway, Iceland, Poland, Lithuania, Estonia, Latvia, Czechoslovakia, Crimea, United States, Canada, British East Africa, Southern Rhodesia, New Zealand, Australia, parts of India, Bombay, Burma, Austria, Denmark, Sweden, Finland and others. The countries that have not got woman suffrage are mostly Latin countries such as France, Spain, Portugal, Italy, the South American countries, etc."

At the conclusion of her address Mrs. Trounson invited and was asked questions. Mrs. A. G. Gosling, chairman of the meeting, Mrs. Hector McNeil and Mrs. C. H. Hutton spoke for a few minutes. The meeting meeting closed with warm applause to the lady lecturer.

Electrical Lectures

A series of very interesting electrical lectures has been arranged under the auspices of the new Electrical Engineering college. These lectures will be given by the technical specialists of this city, and will cover all phases of electrical engineering from electric lighting and power distribution up to long distance telephony.

The second lecture, which is scheduled to take place to-night at the Grenfell Hall will be on "Railway Electrification." It will be illustrated by means of a moving picture film depicting the progress made in electrifying a large number of the railways in the United States.

Admission will be free, and it is hoped that a large number of our young men will be present as this lecture promises to prove not only exceedingly interesting, but also of great instructional value.

Rebuilding Shops

The three buildings which were burned on Water street a few weeks ago—Cabot, Bon Marche and Innes—are being rebuilt by B. Bowring, contracting builder and carpenter. Work has been begun, and the wreckage and debris are being cleared out by workmen. The Innes and Bon Marche buildings are to be made into one building and will be occupied by R. E. Innes & Co.

Poll Tax Is Debated

That the City Council was justified in imposing the Poll Tax, was the decision reached at last night's debating session of the Cathedral Young Men's Literary Association. The subject was intelligently and heatedly debated for and against. The leaders were G. House for the negative and H. Hawkins for the affirmative, the other set of speakers being C. Heffer-ton and H. Hookey. Speakers from the floor were H. Smith, Walter Lepping, L. Noonan, J. Jacobs and H. Hiscock.

The subject of the Association's next debate will be "Resolved, that the pen is mightier than the sword."

If any subscriber does not receive his paper regularly please send in name, address that the matter may be rectified.

The Argentia Branch

Editor Evening Advocate.
Dear Sir,—Please allow me space in the columns of your paper to make a few remarks in reference to the new terminal and the S. S. Argyle. Mr. Editor, I don't want to take part in the discussion between the Advocate correspondent and One of the Road Board, whom I will presume is a Placentia man; but in passing I will inform the latter that his language is too imperative, as he has no right to demand that Traveller come out over his own signature while he is himself afraid to do so and fires his cowardly shot from behind the hedge. The opinion of all common sense, right thinking men is that it is not wild coves that steamer owners are looking for, they want good harbours where freight can be handled with ease and passengers can embark with safety. Take Placentia Roadstead for instance where freight was lowered to the pier with a steel cable, and where ships may have to leave half loaded or half unloaded and seek the shelter that Argentia can give rather than remain at the pier that the Road Commissioner boasts of.

I read Cashin's remarks about the cost of the Argentia Branch Railway, etc., and I should think if Argentia was represented in the House of Assembly he would immediately be asked to give the cost of the Trepassey Branch and what benefits the country is deriving from it. It is certainly pretty cheeky of M. P. to speak of the cost of railways. It is understood that he fathered the "Will O' The Wisp" policy of building the Trepassey branch which is a monument to his incapacity, and probably will ever be a burden upon the taxpayers of Nfld.

I may inform Placentia Road Board that the S. S. Argyle sailed for the bay today and that we had no rain or mild weather since he penned his crude splenetic epistle, and if the channel had to be kept open by a steamer coming in or out once or twice a week she would have had no more difficulty in sailing when she was ready than she would in the months of July or August. And now, Mr. Editor, the only thing to be regretted is that Mr. Laurence Roache of ye ancient historic town did not arrive per special train to be present when the Argyle sailed.

TRUE BLUE.
Argentia, March 16, 1922.

PERSONAL

We are glad to learn that Mr. Wm. Collingwood is very much better to-day. His robust constitution is evidently telling in his favor.

Mr. N. Snow, buyer for Bowring Bros Ltd., returned by the "Sable I." from the English markets via New York and Boston, where he finished up his purchases for the Spring trade.

WANTED:—One carload matched board, framing, clapboard and pine by May 1st. Reply stating price of same F.O.B. Railway Car to "Lumber" C-o Evening Advocate. Mar24,21

WANTED:—Two rooms with modern conveniences. Apply by letter to F. G. Ryan, 34 Bond St. Mar24,31

OFFICIAL NOTICE

PROPOSAL TO CHANGE SHIP'S NAME.

I, George Hierlihy, of Bay Roberts Newfoundland, hereby give notice that in consequence of change of name I have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "Rattler," of St. John's, Newfoundland, official number 104333, gross tonnage 50.11 tons, register tonnage 50.11 tons, heretofore owned by me, for permission to change her name to "Iron Bound," and to have her registered in the new name at the Port of St. John's, Newfoundland, as owned by me.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at St. John's, Newfoundland, within seven days from the appearance of this advertisement. Dated at St. John's, Newfoundland, this 15th day of March, 1922.

(Sgd.) GEORGE HIERLIHY.
mar23,21

OFFICIAL NOTICE

PROPOSAL TO CHANGE SHIP'S NAME.

I, Thomas P. Kemp, of Placentia Newfoundland, hereby give notice that in consequence of change of name, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "E. J. Reddy," of St. John's, Newfoundland, official number 129874, of gross tonnage 52.32 tons, register tonnage 52.32 tons, heretofore owned by Hugh Reddy and Michael Reddy, both of Marystown, Newfoundland, (Joint Owners), for permission to change her name to "Lucy Kemp," and to have her registered in the new name at the port of St. John's, Newfoundland, as owned by me.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at St. John's, Newfoundland, within seven days from the appearance of this advertisement. Dated at St. John's, Newfoundland, this 15th day of March, 1922.

(Sgd.) THOMAS P. KEMP.
mar23,21

NOTICE!

HALIFAX—ST. JOHN'S.
Next Sailing Steamship "SABLE I."—
From Halifax... March 28th
From St. John's... April 1st.
HARVEY & CO. LTD.,
Agents, St. John's, Nfld.
FARQUHAR STEAMSHIP COMPANIES,
Halifax, N.S.

Free 'Hootch'

A Sparkling Stimulant, Full of Wit and Humor. Free copy will be sent upon receipt of your name with address complete. Write to G. Mitchell, 397 Pearl Street, Brooklyn, N. Y.

WANTED:—A Doctor for Bay D'Espoir. Apply to the ST. ALBAN'S C. T. Co., Bay D'Espoir, Nfld. jan13,eod,3mos.

Reid-Newfoundland Co'y., Limited

FREIGHT NOTICE

PLACENTIA BAY STEAMSHIP SERVICE, FREIGHT FOR THE MERASHEEN ROUTE, BAY RUN, WILL BE ACCEPTED AT THE FREIGHT SHED TO-DAY, TUESDAY, FROM 9 A.M.

Reid-Newfoundland Co'y., Limited

Who Makes the Best Bread in Newfoundland?

Mr. P. Grace who was at Bay Roberts for the past few days in connection with the "Windsor Patent" competition returned to town yesterday. He states that great interest is being manifested in the exhibition and that already the loaves have begun coming in, the first coming all the way from Port au Port. No entrance fee is charged, and eight prizes amounting to fifty dollars in all will be awarded the best loaves baked from wood or coal and gas or electric stoves, each being graded separately. There were over three hundred and fifty loaves in the competition last year and it is likely this number will be exceeded this year.

FEEL
AKE-Y ?



That akey, tired feeling, which is often the fore-runner of GRIP, is quickly cured by using

Stafford's Liniment

This changeable weather is worse than severe cold weather and it would be a wise move on your part to purchase a bottle right away.

For Sale Everywhere.

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